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**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

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American Railroad Journal.

New York, Saturday, May 26, 1877.

The First Railroad to the Mexican Frontier.

The telegraph announces the extension of the Southern Pacific track to Fort Yuma in the southeast corner of the State of California; and it seems almost to have escaped general notice that this is the first railroad to approach the boundaries of our Sister Republic on the South. The International of Texas is still over 200 miles from the Rio Grande. Fort Yuma is situated on the Great Colorado River, about 200 miles, by its course, above the confluence at the head of the Gulf of California, and about 12 miles from the Mexican boundary on the west side of the river. It is a little less than that at one point of the route.

Fort Yuma is distant from San Francisco 720 miles, and from Los Angeles 250 miles. Of the whole route, as at present traversed by through trains, 229 miles are comprised of the Central

Pacific lines, via Lathrop, to Goshen, the point where the San Joaquin branch of the latter company intersects the Southern Pacific. The 490 miles south of Goshen, and 40 miles west of it, have all been constructed within the past five years, by the Southern Pacific Company, independently of much of the main stem portion entering San Francisco, and two or three branch lines radiating from Los Angeles. At present there is a gap of a hundred miles unfinished between the San Francisco end of the Southern Pacific and the bulk of its road south of Goshen, which, now that the connection has been made with Los Angeles and the Arizona frontier, the company will proceed to close up whenever it is required. In the meantime the through communication is made on satisfactory terms over the Central Pacific to Oakland, and thence by ferry to San Francisco.

The Southern Pacific has been constructed in a first-class manner, of the best materials, and with a rapidity and energy having few, if any, parallels anywhere, considering the nature of the country it was to traverse. Steel rails are used for the greater part of it, and no expense has been spared to ensure a good working road. Three ranges of mountains are crossed between Goshen and Fort Yuma, and two stretches of desert. The first mountains, the Sierra Nevadas, are crossed at Tehachapa in 3,964 feet elevation above tide; the second, the Sierra Madre, at Alpine 2,822 feet elevation; and the third, being the recrossing of the Sierra Madre, at San Geronio Pass at 2,560 feet above the ocean.

In crossing the first named no less than 18 tunnels are employed, besides a vast amount of heavy rock removals, including among its engineering achievements, the famous "Loop," where, in order to emerge out of the canyon in which it is confined, it is necessary for the line to wind spirally upon itself round a conical "butte" or hillock—the only instance of the kind in the world. In crossing the second range near San Fernando two tunnels, one of

them the longest in the country, (outside of Massachusetts), are employed. Between these ranges is a corner of the great Mohave Desert to be crossed, some 40 miles by the road, where the thermometer frequently ranges at about 100°, and where there is not moisture enough to support vegetation. Fortunately, by digging and boring the company have obtained abundant water of excellent quality. East of the San Bernardino Range again the stretch of desert is 120 miles; 61 miles of it lying below the sea level, the greatest depth being 266 feet at Dos Palms; but here, also, at several points, an abundance of water for railroad purposes has been found by artesian wells, and it is believed that water will be had for irrigable use, so as to reclaim large portions of what is now in name and in fact "desert." As this strip has a very high temperature, and is exempt from frosts, it is supposed coffee, bananas and other tropical fruits may hereafter be grown there in quantities. Among the natural curiosities of this route are the oil wells and asphaltum deposits of the San Fernando and Ventura regions, the orange groves and vineyards of Los Angeles and vicinity, and the "mud volcanoes" near Pilot Knob. San Diego, which is a little off the main line, and to which a railroad is building from Los Angeles, 26 miles being in operation, is also famous for its genial climate, semi-tropical productions and scenery, as are also Santa Barbara and San Buena Ventura, also near the road.

It is worth while to notice also in connection with this last achievement in railroad building on the Pacific Coast, that this stretch of 720 miles from the Metropolis, though built mainly as a local road to accommodate Southern California and Arizona trade, is in effect almost the most difficult and costly portion of the whole—contributed to another direct line across the Continent on United States soil. By reference to a good map it will be seen that at Yuma one is in about the same longitude as at Toano on the Central Pacific road, which is

700 miles from San Francisco; so that if the Southern Pacific were extended to Maricopa Wells 175 miles—a central point for Arizona mining traffic—(as we see it stated it will be), it would then be as far east as the Central Pacific is at its Salt Lake terminus at Ogden, and in very nearly the same distance, 900 miles. Add to this western portion of the road a piece of road built from both directions, equivalent in length to the Union Pacific, say 1,040 miles, and it would strike the railroad centres in Northern Texas at Dennison or Dallas, or even the great centres in Southern Texas, Austin and San Antonio, with which there is connection to Houston and Galveston. The through line from New Orleans is in progress to both Northern Texas via Shreveport and to Southern Texas via Vermillionville and Houston. It would thus appear that one third of the distance between San Francisco and the Texas network of railroads has been completed at the west end; and from what has been done, in these times of depressed trade, without subsidy or national guarantees, there is no doubt that if Congress will give a moderately helping hand to this route it will soon afford us a short route between the Gulf States and the Pacific, and greatly revive business by so doing. Whether the financial aid is granted or not, the land grant ought to be renewed.

Northern Pacific Railroad.

A meeting of the stockholders of the Northern Pacific Railroad Company was held on the 9th inst. at the office of the company, No. 23 Fifth Avenue, the President, Mr. Charles P. Wright, in the chair. Mr. Storke, the Vice-President, made a statement of the prospects of the company, in which he said that the road was in excellent condition throughout, and that it never had been doing a better business than it has done during the present year. Mr. C. Tower, of Philadelphia, for the Finance Committee, reported adversely on the proposition to put a mortgage on the western end of the road in order to build the proposed extension from Kolams to Portland, Oregon. It was stated that the stockholders were known to be averse to the contraction of new debts, and that by means of temporary loans and the revenues of the eastern end all expenses to be incurred on the western end would be provided for without the mortgage. He offered the following resolution, which was adopted by the Board of Directors:

Resolved, That the President be requested to inform the stockholders at the meeting to-day that, in view of the increased and increasing revenues of the road, the board is of the opinion that all the money necessary for the completion of the branch into the coal fields of the Payallup Valley can be had without resorting to a mortgage of any of the property of the company.

Mr. George W. Cass, of Pittsburg, spoke particularly of the business of the company in Dakota, which he considered more promising than it had ever been before. The road bed is improved, and the volume of business is very much greater, both in passengers and freight. West of Red River, Dakota, he had found a tract, which only three years ago was vacant for miles and miles, dotted with farmers at work, right in the face of the

grasshopper scare. This scare, he said, had been magnified, and his own experience was that 80 per cent of the damage or loss to crops last year was due to climatic influences, and, perhaps, the poor grasshopper was responsible for 10 per cent of it. A good crop this year would develop the region very rapidly. He then offered the following resolution, which had previously been adopted by the Board of Directors:

Resolved, First—That the stockholders deem it to be the interest of this company to promote and secure the building of the line of railroad from Sauk Rapids to Brainerd, a distance of about 60 miles, and approve, ratify and confirm the action of the President and Directors in subscribing 501 shares of \$100 each, being a majority of the stock of the Western Railway Company of Minnesota, organized to build said road. Second—That the Directors are authorized, if necessary, to secure such construction and to lease said road, when completed, at a suitable rental, such as shall cover interest on the securities issued to construct the same.

In speaking to this resolution, Mr. Cass showed how important it was to build the proposed road. It would forestall the action of another line, and it would shorten the distance now necessary to travel in transporting all freight from St. Paul over the Northern Pacific to Brainerd. The right to build the road had been acquired by the St. Paul and Pacific Company, but its title had been forfeited on May 18 by act of the Legislature. The President of the Northern Pacific and one or two of the Directors, taking advantage of an opportunity presented by the Legislature, immediately organized the Western Railway Company of Minnesota, and deposited \$15,000 with the State Treasurer as a guarantee that the road would be built. They also took \$50,100 shares of the stock of the road, obtaining absolute control of a majority of the stock and absolute ownership of the road. It is proposed to mortgage the line for \$600,000 in order to build. There will be no assessment on stockholders of the Northern Pacific Railroad. It is considered that the securities will be a better investment than Northern Pacific at 10 cents on the dollar. The resolution offered by Mr. Cass was adopted.

Mr. R. L. Ashhurst offered the following resolution relative to the extension of the company's line westward:

Resolved, That the Directors be instructed to ascertain the cost of constructing the road from Bismarck west into Montana Territory, and to propose a plan for furnishing the means for that purpose, and to report the same to the stockholders at a future meeting for their consideration.

This resolution was also adopted.

American Railway Master Mechanics' Association.

The Tenth Annual Convention of the American Railway Master Mechanics' Association was held in St. Louis on the 15th inst. On the 17th they concluded their labors and adjourned. The convention was very successful. A large number of subjects affecting the general economy of railroads were ably discussed, and much valuable information was presented. The next convention will be held in Richmond, Va., May 14, 1878. The following officers were elected for the ensuing year: N. E. Chapman, President; Reuben Wells, First Vice President; J. N. Lunder, Second Vice President. The election of a Secretary and Treasurer was postponed for one year, and J. H. Retchel,

present Secretary, and S. J. Hayes, present Treasurer, were retained until the next meeting of the association.

Western Union Railroad.

The earnings of this road for the years ending December 31, 1875 and 1876, were as follows:

	1875.	1876.
From freight.....	\$910,045 30	\$778,483 61
" passengers.....	202,343 11	225,093 53
" mails, exp., etc.	48,041 60	44,338 26
Total.....	\$1,160,430 01	\$1,047,915 40

Expenses:		
Repairs of track.....	\$108,119 81	\$112,061 47
" bridges.....	13,298 86	13,176 97
" fences.....	6,167 71	3,301 51
" buildings.....	6,069 18	10,436 47
" locomotives.....	70,000 90	56,424 97
" cars.....	65,235 64	65,794 89
" tools, etc.....	4,842 48	4,039 90
Management and general office.....	26,554 84	25,905 74
Foreign agency and advertising.....	2,087 68	3,694 10
Station service.....	62,917 47	63,672 52
Conductors, baggage & brakemen.....	54,840 83	53,293 09
Engineers, firemen and wipers.....	63,168 41	61,648 30
Train and station supplies.....	15,817 48	14,625 29
Fuel consumed.....	81,160 59	65,143 98
Oil and waste.....	11,283 56	9,641 49
Personal injuries.....	1,222 46	2,069 61
Damage to property.....	1,225 18	689 50
Loss and damage of freight and baggage.....	2,444 56	1,229 83
Legal expenses.....	6,488 61	4,226 91
Taxes.....	85,121 85	28,653 28
Insurance.....	4,930 84	3,621 81
Miscellaneous.....	2,279 67	2,447 92

Extraordinary:		
Renewal of track.....	97,431 62	109,938 46
New bridges.....	7,657 82	14,286 12
New buildings.....	14,942 74	1,833 90
New tools and machinery.....	422 66	1,046 36
Savanna transfer.....	13,376 94	15,175 77
Car service.....	10,280 44	13,409 86
Track service.....	39,297 20	38,984 40
Locomotive service.....	1,500 00	.....

Total.....	\$880,287 53	\$799,869 42
Net earnings.....	\$330,142 48	\$248,545 98

Compared with the year 1875, the gross earnings of 1876 show a decrease of \$112,514 61, with a decrease in operating expenses of \$30,918 11—making a decrease in net earnings of \$81,596 50. Percentage of expenses to earnings 76, against 72 in 1875. The expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1876.....	\$604,699 55	\$194,669 87	\$799,869 42
1875.....	645,378 11	184,909 42	830,287 53

Dec.....	\$40,678 56	Inc.....	\$9,760 45	Dec.....	\$30,918 11
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The expenditures for 1876 not charged to operating expenses were as follows:

Equipment.....	\$6,875 00
For 25 flat cars at \$275 each.	
Steamer Wm. Osborn.....	\$5,500 00
Less amount received from sale of Steamer Iowa.....	2,000 00
Right of way.....	3,500 00
Purchased during the year.	2,975 00
Racine Warehouse and Dock Co.....	19,081 05
For deficiency in grain received at Racine elevator, as per contract.	
Interest and exchange.....	4,790 23
Interest on bonded debt.....	245,035 00

Total.....	\$282,256 28
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The number of miles of road operated in 1876 (exclusive of side track) was 2123 1/2.

The equipment of the road consists of 89 locomotives (all coal burners); 10 first-class passenger, 2 sleeping, 1 business, 3 baggage, mail and express, 9 baggage and second-class, 389 box and caboose, 60 stock, 50 flat, 1 derrick, 2 pile driver and 82 coal cars.

Miles run by passenger trains, 280,974; by freight trains, 433,267; by coal and gravel trains, 19,045—total, 733,286.

Number of tons carried, 434,584; do. carried one mile, 44,026,192. Rate per mile, 1.77 cents. Number of passengers carried, 249,957; do. carried one mile, 6,308,121. Rate per mile, 3.57 cents. Earnings per mile run on freight, \$1.80; do. on passengers, \$0.91. Expenses per mile run, \$2.12. Gross earnings per mile of road, \$4.926; expenses, \$3.758; net earnings, \$1.168.

GENERAL ACCOUNT, December 31, 1876.

Cost of road.....	\$7,000,000 00
Right of way.....	3,525 00
Eagle Branch.....	422,146 98
Savanna Island Extension.....	48,413 52
Watertown Branch.....	54,933 13
Winter Bridge, Savanna.....	23,471 56
Equipment.....	284,214 22
Pt. Byron and Rock Island Junction Railroad.....	125,364 55
Discounts and commissions.....	67,500 00
Racine Dredge.....	1,000 00
Steamer Wm. Osborn.....	8,500 00
	\$8,034,068 96
Stock of material on hand.....	59,004 07
F. G. Ranney, Treasurer.....	\$5,321 48
New York Office.....	590 93
U. S. Government P. O. Department.....	3,409 20
Balances due from station agents, and other companies.....	12,852 77
	21,674 38
	\$8,114,747 41
Common stock.....	\$4,000,000 00
First Mortgage bonds.....	3,500,000 00
	\$7,500,000 00
Unpaid pay rolls and bills.....	\$60,005 86
Chicago, Milwaukee and St. Paul Railway Co.....	125,201 12
Bills payable.....	26,650 00
Racine Warehouse and Dock Co.....	66,690 93
Due other railways.....	32,801 91
	310,629 82
Income account.....	304,117 59
	\$8,114,747 41

President.—ALEX. MITCHELL, Milwaukee.

Vice President.—S. S. MERRILL, Milwaukee.

Directors.—Alex. Mitchell, S. S. Merrill, John W. Cary, Hans Crocker, J. L. Mitchell, John Johnston, John Plankinton, W. S. Gurnee, H. T. Fuller, Wm. Shannon, D. W. Dame, H. A. Mills, E. P. Barton.

Sec'y and Treas.—F. G. RANNEY, Milwaukee.

General Supt.—D. A. OLIN, Racine, Wis.

The gross earnings of the Chicago, Rock Island and Pacific Railroad for the year ending March 31, 1877, were \$6,902,250 76, the expenses including taxes \$3,533,194 08, and the net earnings \$3,369,056 68. After payment of rents, interest and ten per cent dividends, a surplus is left of \$456,076 68. The loss in operating the Chicago and Southwestern Railroad was \$50,108 59, and

the interest on its bonds took \$350,000 more, which reduces the above surplus to \$55,968 09.

Washington and Ohio Railroad.

A general meeting of the stockholders of the Washington and Ohio Railroad Co. was held in Alexandria, Va., on the 8th inst. Mr. McKensie, president of the company, said that when the present meeting was called the directory had expected to place before the stockholders a definite proposition for the completion of the road to Winchester. In this, however, they had been disappointed by the sudden illness of one of the parties interested, and his consequent inability to attend. A resolution was adopted authorizing the board of directors to contract with any parties for the construction and equipment of the company's railroad from Round Hill to Winchester, or to the coal fields in the counties of Grant, Tucker or Randolph, West Virginia, upon such terms and conditions as to the said board may seem to be expedient and proper. The interests of private stockholders are not to be affected by the proposed contract. Mr. Lewis McKensie was re-elected president, and Messrs. C. F. Lee, of Fairfax, Henry Heaton, H. T. Harrison and Charles B. Ball, of Loudoun, Benjamin Morgan and R. H. Lee, of Clarke, and F. W. M. Holliday, of Frederick, directors for the ensuing year.

South Mountain Railroad.

We stated last week that the South Mountain Railroad, running from its connection with the Cumberland Valley Railroad, in Cumberland County, Penn., to the mines at Pine Grove, with all the depots and other improvements, equipments of the road, and the rights, privileges, franchises, immunities, etc., of the South Mountain Iron Company, was sold by auction in Philadelphia on the 15th inst. We now learn that at the same time and place an estate of 20,000 acres in Cumberland and Adams counties, known as the Pine Grove estate, and the property of the South Mountain Iron Company, was also sold. The property was disposed of on the following conditions: in case the sale was effected in separate parcels the purchaser to pay \$5,000 down when the Pine Grove estate was struck off, or the whole amount bid if less than \$5,000, and the purchaser of the railroad and other property of the South Mountain Iron Company to pay \$25,000 down or the entire amount if it sell for less than that amount; and in either case the purchaser to pay the balance within twenty days after confirmation of the sale by the court. The estate of Pine Grove was the first lot put up, subject to the mortgage of \$150,000, and was knocked down to Mr. J. C. Fuller, of No. 1509 Spruce street, for \$100. The second lot was knocked down to the president of the company, Mr. T. C. Kennedy, for \$10,000, he buying it in the interests of the stockholders.

Hannibal and Naples Railroad.

The Hannibal and Naples Railroad, 46 miles in length, extending from Hannibal, Mo., to Naples, Ill., was sold under foreclosure on the 22d inst., by authority given to its sole trustee, A. B. Baylis, on the 9th of August, 1868. The purchaser was A. M. White, of 63 Broadway, N. Y., at \$250,000. The road was built in 1868, and was immediately thereafter leased to the Toledo, Wabash and Western Railway Company, the latter company guaranteeing the interest on its bonded debt, consisting of \$675,000 first mortgage and \$225,000 second mortgage bonds. The bankruptcy of the Toledo, Wabash and Western Railway

Company caused the Hannibal and Naples to default in its interest on the 1st of May, 1875, and in July of that year Mr. Baylis, the trustee of the first mortgage, foreclosed. The terms of the sale were ten per cent of the purchase money to be paid immediately, and the balance on the 25th of June.

Indianapolis, Bloomington and Western Railroad.

In the U. S. Circuit Court at Chicago, on the 12th inst., Judge Drummond ordered a decree of foreclosure, and consequent sale, to be entered against the main line of the Indianapolis, Bloomington and Western Railroad, from Indianapolis to Pekin, Ill., 202 miles, in the suit of the Farmers Loan and Trust Company, Trustees. Decision was reserved on the application for a foreclosure on the extension mortgage, as to which there were two petitions pending—the main line bondholders preferring to have the extension sold separately, while the extension bondholders preferred a sale of the whole property together. On the 17th inst. Judge Drummond ordered the sale of the Illinois Extension, having decided that the mortgagees of the main line had the right to have the property sold as an extension, and not together as a union line. He also decided that there should be distribution of rolling stock, and that some appropriation should be made for services rendered by the mortgagees.

Mobile and Ohio Railroad.

We have received from T. Haskins Du Pay, Esq., Attorney and Agent Trustees and Receivers Mobile and Ohio Railroad, a map of Mobile's Railroad and sea connections, showing the advantages of the Mobile and Ohio Railroad to do economically and profitably the large interchange of products between St. Louis and vicinity and the West India and South American ports. The distances from St. Louis to various points are stated as follows: to Boston, 1,201 miles; New York, 1,064 miles; Philadelphia, 974 miles; Baltimore, 942 miles; Norfolk, Va., 1,026 miles; Charleston, 916 miles; Savannah, 900 miles; New Orleans, 696 miles; Mobile via Columbus, 668 miles; Mobile via Cairo and Jackson, 636 miles.

A full survey has been completed for the new railroad from Southbridge to East Brookfield, Mass., linking the New York and New England Railroad with the Boston and Albany and the North Brookfield Railroads. The distance is eleven miles, and the gravelly nature of the soil will render construction easy. The survey shows that the road can be built for \$200,000, and as the enterprise is backed by many of the wealthiest men in Southbridge and vicinity there is every prospect that the road will soon be put under contract.

It is proposed to build a railroad from Wheeler's Farms, on the Nausetuck Railroad, to Woodmont, on the New York and New Haven Railroad. The route has been surveyed and parties are negotiating for the right of way. The new track will cost \$150,000, which, it is said, will be paid by the Nausetuck Railroad Co.

The grading between Butternut and Chipewas, on the Wisconsin Central road, is progressing favorably, and the track will be connected by the 20th of June.

REPORT OF THE CANADIAN DIRECTORS.
To the Proprietors of the Northern Railway of Canada:

Toronto, 9th May, 1877.

1. The Canadian directors have more than usual satisfaction in presenting their report for the year ending 31st December, 1876, as it will be found that (in accordance with the anticipations expressed in their last annual report) the operations of the company during the past year have been progressive and satisfactory, illustrating substantial advances upon the results of 1875 notwithstanding the continuance of commercial depression, still existing in considerable severity.

The delay which has occurred in consulting the proprietors in annual meeting has arisen partly by reason of the necessary absence in England of the general manager, and partly because it was thought better to await the progress of legislation now successfully accomplished.

2. The gross traffic receipts of the year have amounted to \$784,801 38 (£161,260 11s. 1d. sterling), as against \$744,598 05 (£152,999 14s. 5d. sterling) in 1875, showing an increase in 1876 of \$40,202 78 (£8,260 16s. 8d. sterling), or at the rate of 5.39 per cent. over 1875.

This increase was due to the bountiful harvest of 1875, beneficially affecting the receipts of the spring of 1876; to partial recovery in the square timber trade; and to the development of traffic arising out of the operation of the Extension lines, and notably of that serving the Muskoka district. Thus, whilst the gross earnings of the main line advanced 2.76 per cent., the earnings of the Extensions (even during this period of depression) show an advance of 37.91 per cent. over the year 1875.

3. The ordinary "working expenses" of the year have been \$458,552 22 (£94,223 1s. 1d. sterling), as against \$473,963 76 (£97,889 16s. 3d. sterling) in 1875, showing a reduction of \$15,411 54 (£3,166 15s. 2d. sterling) in favor of 1876, or a decrease of normal expenditure at the rate of 3.25 per cent.

In relation to "gross earnings," the "working expenses" of 1876, have expressed a rate of 58.42 per cent. against 63.64 per cent. in 1875, being a reduction of 5.22 per cent. Whilst this is largely due to reduced prices for material and in the wages of labor, it is also due to vigilant economy of administration by the heads of departments. Nor has this reduction been attained at the cost of efficiency, for the property in every detail has been upheld in first class condition, and an examination of the accounts will show that the expenditure in "repairs" of works and buildings has been considerably in excess of similar outlay in previous years.

The directors have adopted the policy of providing steel rails instead of iron in the ordinary repairs of the permanent way, and the provision made for the current year will, with the steel rails already laid, give a continuous steel track of 20 miles outwards from Toronto, covering the heaviest gradients and reaching the summit level of the line.

4. The net revenue of the year has amounted to \$326,249 16 (£67,037 10s. 0d. sterling) as against \$270,884 89 (£55,809 18s. 2d. sterling) in 1875, showing an increase of \$55,364 27 (£11,427 11s. 10d.) in advance of 1875.

It is not within the knowledge of the directors that any other financial interest in the Dominion has illustrated such advancing results during the recent period of depression—a depression so exceptional in its severity, and so universal in its pressure, as to have adversely, even though but temporarily, affected almost every other interest and undertaking in the country.

5. Of the application of this net revenue of \$326,249 16 (£67,037 10s. 0d. stg.) see Account No. 2, the directors have to report the payment at due dates of full interest dividends upon all issues of the company's debentures; provision having also been made for the interest charges of the year upon the liabilities connected with the

amalgamation of the extension lines and other advances on capital account, to the amount of \$42,755 91 (£8,785 9s. 3d. stg.); whilst the sum of \$46,944 92 (£9,616 4s. 4d. stg.) has been appropriated to new works, buildings and equipments, ordinarily provided from capital account, and a balance of \$1,228 (£252 6s. 8d. stg.) has been carried forward to the credit of the next half year.

6. This expenditure on services ordinarily belonging to capital account has been made with the strictest regard to necessity, and in accordance with the past policy of the directors in so providing for new industries, new traffic producing establishments, upon the line, as to afford every encouragement for their profitable development. Full details of these outlays will be found in Appendices L, M, N, O, P, and Q, and the directors do not doubt that they will commend themselves to approval as in the true and permanent interests of the company, for it is this policy, persistently pursued, which has raised the earning and carrying power of the undertaking from £53,744 stg. in 1858 to £161,260 stg. in 1876.

7. During the year now reported upon, the passenger traffic of the line has been operated without injury to person or property, whilst the damages on account of freight have in 1876 amounted to the sum of \$1,270 91 (£261 2s. 11d. stg.), including every loss, casualty and compensation connected with the service.

8. In their report of last year, the directors stated that the amalgamation of the Northern Extension Railway comprising 72 miles of line, had been completed under authority of the Act 38 Vic. cap. 65, and by deed bearing date 3rd June, 1875. At that date, the line to Gravenhurst—the great objective point of the whole system—was still incomplete, and provision had to be made for the completion of the works on an estimate of \$258,361.

These works were so far finished as to enable the opening of the line on the 15th November, 1875, with, however, a balance of works in fencing, ballasting and equipment, yet to be provided for.

The directors have now to report that every work upon these lines has since been fully completed to a high standard of construction and within the estimate provided by the deed of amalgamation, and leaving an unexpended balance of \$3,012 91, a result highly creditable to the chief engineer.

To this sum has to be added \$4,633 46, being an unexpended balance of "contingencies" provided for by the estimate, showing a total unexpended balance of \$7,646 37, now to credit under the terms of the deed of amalgamation.

The actual expenditure on the completed work having been thus finally reached, and the account closed, it is proper here to recur to the salient points of this amalgamation; and it will be found by reference to account No. 3 that whilst these lines had been valued by two eminent and independent engineers—Messrs. Walter Shanley and John Kennedy—as representing, on a cash basis, an estimated outlay of \$27,841 (£5,618 stg.) per mile, and whilst their actual cost had amounted to \$24,486 (£5,031 per mile), they have been acquired by this company at \$4,105 stg. per mile, the difference being represented by government subsidies and free municipal grants thus ensuring to this corporation. Yet it may justly be said that the rate of amalgamation or purchase of these lines, beneficial as it has been, bears but moderate relation to the traffic value of their acquirement, which has been the secret of the augmented revenues of the past year, earned even on these new and undeveloped additions—at a reduction of the aggregate rate of working expenses previously common to the parent line.

The directors submit that the results—initial only as they are—have already fully justified the responsibility they assumed in originally promoting the construction of these lines, and more recently in recommending their acquirement by amalgamation.

9. The government of Canada, in pursuance of general policy promotive of railway construction in the country, and conditionally common to all railways then under construction, contributed in 1850-51 to the capital of this company the sum of \$475,000 stg., taking a lien upon the undertaking to that amount.

This lien has continued (subject in rank to two postponements in favor of necessary new capital) until the 28th of October, 1876, when, under the provisions of acts of the dominion 38 Vic. cap. 23, and 39 Vic. cap. 6 it was commuted and extinguished by a cash payment to the government of £100,000 stg.

In relation to the value of this lien and to the claims of the government thereunder, two inquiries have been instituted during the past year, the first by royal commission, and more recently by a committee of the House of Commons, the result of which has been a further claim of \$27,458 88 (£5,642 stg.), as payable to the government, making a total payment of £105,642 in full and final discharge of every liability of the company under the original advance by the government of Canada to its capital account. Engaged at the time in legislation beneficial to the company, (hereafter to be adverted to), the directors, although they had regarded the provisions of the lien act of 1875 as final, preferred to compromise all questions of interest and other items of contention rather than prejudice or endanger the passage of a bill greatly to the interest of the company.

The directors accordingly recommend that provision be made for the payment before the 1st of May, 1878, of the additional sum of \$27,458 88 (£5,642 4s. 8d. sterling); upon which payment so to be made the company will relieve itself of all the fetters and complications by which its energies and operations have been so much embarrassed over a long series of years.

It may be proper to add, that on this lien being thus finally disposed of the following payments will have been made by the company to the government, viz:

On account of principal, in cash, under act, 1875.....	£100,000 stg.
On further account thereof under act 1877.....	5,642 "
On account of interest, second preference bond, £50,000, @ 90.....	45,000 "
Interest thereon, 1861 to 1876.....	50,021 "
Third preference bonds, £50,000, under act 1877.....	45,000 "
Interest thereon upon extinguishment.....	2,250 "

Total payment on cash basis... £247,913 stg.
\$1,206,510 00

Having regard to what has been done by other Canadian railway companies in repayment of like advances made by the government towards original construction, the directors feel warranted in congratulating the proprietors upon the ability of this undertaking to make so substantial and exceptional a return to the dominion exchequer on account of the lien; for whilst not desiring to say that the terms of the extinguishment of the lien are in the aggregate oppressive, yet the ability of the company to meet a claim so extensive is gratifying evidence of the great development in value of the property, and of the administrative policy which has produced it.

10. Consequent upon the amalgamation of the Extension railways, representing 72 miles of additional line, and of the liabilities in connection with their capital accounts thus and then assumed, and in order further to provide for the extinguishment of the government lien, as determined by another enactment, it became necessary to provide for extended capital powers, which were accordingly obtained under the company's act of 1875.

Upon further consideration and more mature consultation with their London colleagues, the Canadian directors came to the opinion that the provisions of that act might be beneficially amended, and they therefore sought and have succeeded in obtaining further and amended powers by an

act passed in the session of the parliament of the dominion just closed, which received the royal assent on the 28th ult.

The main features of this enactment may be described as follows:

It provides for such an issue of securities bearing 5 per cent interest in the front rank of the undertaking as will meet—

1st, The existing "first preference bonds," to the amount of \$250,000, which mature on the 1st August, 1879.

2nd, As will provide for consolidating or commutating the existing debentures of the Northern Extension Railways Company (now amalgamated) and amounting to £177,400 stg.

3rd, For such an amount of new capital as is necessary to provide—(a) for the amount expended in extinguishment of the lien of the dominion; (b) for the amounts assumed under deed of amalgamation of the Extension lines, and expended in completion of the Gravenhurst division; (c) for commutating and extinguishing third preference bonds held by the government of the dominion to the amount of £50,000 sterling; (d) for certain past advances from revenue to capital account, for additional locomotive and rolling stock, works and equipments to meet the then increasing traffic demands of the line.

To compass this consolidation in every way advantageous to the company an issue is authorized of £850,000 of 5 per cent first preference debentures (or debenture stock), and the directors recommend that authority be given to make this issue in the terms of the company's act of 1877 as may seem best in the interests of the company, observing that the ultimate operation of the act in its entirety will be to reduce the interest charges preferential to the ordinary stock in the amount (as in relation to the act of 1875) of £10,400 per annum.

Further authority is given for a reserve capital in preference stock to the amount of £150,000 stg., for the ordinary purposes of the company, to be issued from time to time with the sanction of the shareholders.

The act further provides for the separate election from amongst themselves of a director specially representative of the private holders of ordinary stock, and in addition to the existing stock representation of the municipal holdings.

The adoption of the act is nevertheless subject to the concurrence of the holders of the debenture debt of the company.

The directors commend the adoption of the act alike to the holders of debentures and of ordinary stock, believing that its purpose and operation will be most clearly beneficial to both.

11. Negotiations have passed during the past year, emanating from "The N. Simcoe Railway Co.," now constructing a line from Barrie to Penetanguishene, having for their object the establishing of working arrangements between the two companies; and a preliminary and conditional agreement has been come to, subject to concurrence and adoption by this company on or before the 1st of August ensuing. It will be for the incoming board for the ensuing year to deal with this measure.

12. Consequent upon the vacancy created by the death of the late Secretary and Treasurer, Mr. Walter Townsend has been appointed to that office, and will enter upon his duties at an early date. Selected and nominated by the London board, as possessing very extended experience, and the confidence of the English proprietary, the directors anticipate much advantage from his accession to the staff.

13. On a general revision of the year 1876, and of the results now reported, the directors find much reason for congratulation.

With augmented earnings on the year preceding in the ratio of 5.39 per cent., with working expenses diminished 3.25 per cent., and the general revenue advanced in the important sum of £11,427 11s. 10d. stg.; the proprietors will recognize results illustrating the substantial character of the undertaking in the ability with which an

inactive commercial period has been tide over; and although the nature of its traffic in certain great staples (as the products of the farm and of the forest) makes its earnings much dependent upon the condition of fluctuating markets, the unbroken sequence of substantial advances in income over a long series of years and the recent exceptional strength with which, under adverse circumstances, its revenues have been maintained and increased, would seem to denote that this railway has attained a position of stable and permanent strength.

The company having been relieved of the lien of the government now for the first time takes rank as a private and independent corporation; and with the freedom of action thus achieved, and the close and vigorous administration which a more direct local interest will tend to promote, the directors look forward, on a revival of commercial activity, to still more substantial prosperity and credit.

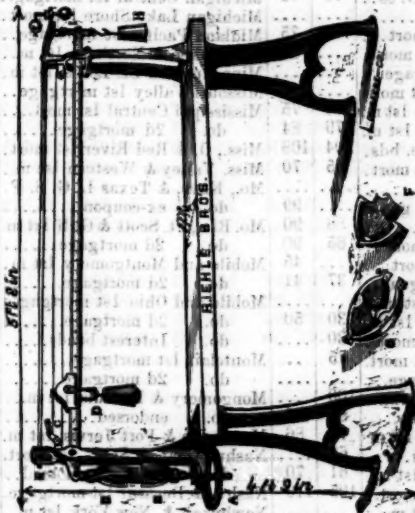
14. Hereto are appended the reports of auditors, with full details of departmental accounts, and the usual statistical returns.

All respectfully submitted.

By order,

FRED. CUMBERLAND,
General Manager.

WM. THOMSON,
President.



Richie Bros. Cement Tester, Capacity 300 lbs.

The above cut represents a new machine for ascertaining the tensile strength of cement from the works of the Richie Bros., Philadelphia, who are gaining such a wide reputation for making machines for testing various materials. It is not alone however in the strength and power of resistance of materials that testing machines are useful; they serve quite as good a purpose in revealing the mistakes and defects of design and construction as they do in determining the quality of materials.

The reader will observe at the left end of this machine a wheel and screw (A) to exert the power or "pull down" the tools (BB) which hold the specimen; the crank (C) that moves the poise (D) back and forth with great ease and rapidity, and the indicator (E), which combined arrangement makes a very complete and handy machine, the whole operation of testing being performed at one end.

As in the case of all their testing machines, the main beams or levers are made to remain as motionless as possible, in order to maintain their horizontal position, the indication being effected by an additional beam, which exaggerates the slight motion of the weigh beam so that the

slightest motion is plainly seen. The "brick" of cement to be tested is placed between the grips, and broken by applying the screw and moving the poise simultaneously and the strain is thus accurately recorded on the beam.

This machine is indispensable to the engineer and contractor, and to all parties interested in securing cement of a specified strength. The Engineer of Public Works, Cincinnati, has one of these in use, and also Philadelphia Highway Dept. use machines made by this firm for tension and compression.

Railroads of Arkansas.

In addition to her water courses, Arkansas is reasonably well supplied with railroads, which are being extended so far as to embrace every section of the State.

The St. Louis, Iron Mountain and Southern Railroad runs diagonally across the State, a distance of 800 miles, making connections with railroads east and west.

The Memphis and Little Rock Railroad extends from Little Rock to Memphis.

The Little Rock and Fort Smith Railroad is running a distance of 153 miles, up the valley of Arkansas, to the Indian border.

The Little Rock, Pine Bluff and New Orleans Railroad is completed and running a distance of eighty miles, from Pine Bluff to Arkansas city, on the Mississippi river. A survey has recently been made of the gap between Little Rock and Pine Bluff, which will soon be built.

The Mississippi, Ouachita and Red River Railroad is completed, a distance of about thirty miles west from Chicot.

The Arkansas Central (narrow gauge) Railway is completed a distance of about sixty miles, and runs trains regularly between Clarendon, on White River, and Helena on the Mississippi.

A narrow gauge railroad is in operation between Malvern, a point on the St. Louis, Iron Mountain and Southern Railroad, and Hot Springs, thus giving the outside world a continuous line of railroad to the Springs.

With her navigable streams and railroads, the farmers of Arkansas have the means of getting to outside markets with little trouble.

The Waterloo (Ga.) Advertiser says that work is to be resumed on the Waterloo and Borel Railroad at an early day and it is expected trains will be run between Waterloo and Sutton Junction not later than the approaching summer. It is understood Colonel Foster's temporary embankments will not interfere with the completion of the road, as that gentleman, with characteristic energy, is making arrangements to that end.

The contract for the construction of the Stratford and Lake Huron (Ca.) Railway has been let to Mr. W. G. Hay, of Listowel. The road is expected to be open between Stratford and Listowel by November next. At Palmerston a resolution was adopted by the Council to vote a bonus of \$21,000 to this company in order to induce it to extend its line to that town.

A survey is to be made of a route for a new railroad to connect with the Boston and Maine Railroad, and run from Boston through Medford, Winchester, Woburn and North Woburn to Wilmington.

LATEST QUOTATIONS OF RAILROAD BONDS.

EDWARD C. FOX & CO.
(Members N. Y. Stock Exchange)
STOCK BROKERS AND DEALERS IN
INVESTMENT SECURITIES
5 Wall St., New York.

	Bid	Ask		Bid	Ask		Bid	Ask
Adirondack 1st Mortgage	5	5	Denver Pacific 1st mortgage	69	74	Little Rock & Ft. Smith 1st m.	60	60
Alabama and Chatta. 1st Mort.	31	31	Denver and Rio Grande 1st m.	31	40	do. Land Grant S. F.	50	60
Alabama Central 1st Mortgage	24	31	Des Moines & Ft. Dodge 1st m.	55	55	Logansport, C. & So. West. 1st m.	5	9
Albany and Susq. 1st Mortgage	110	110	Detroit and Bay City 1st mort.	65	75	Long Island 1st mortgage	103	105
Allegheny Valley Gen'l Mort.	105	105	Detroit, Hills. & Ind. 1st mort.	24	24	Louisv. Paducah S. W. 1st m.	30	30
Arkansas Central 1st Mortgage	9	15	Det., Lans. & Lake Mich. 1st m.	30	37	do. 2d mortgage	100	105
Atch. and Nebraska 1st Mort.	19	23	do. 2d mortgage	48	48	Louisv., Cin. & Lex. 1st mort.	15	20
Atch., Top. and Santa Fe 1st M.	91	95	Detroit and Milwaukee 1st m.	107	107	do. 2d mortgage	91	92
Atl. and Rich. Air-line 1st M.	48	51	do. 2d mortgage	100	100	Louisville & Nashville Consol.	62	90
Atlantic and Gulf 1st Mortgage	63	70	Dixon, Peoria & Han. 1st mort.	104	104	Louisiana & Mo. 1st mortgage	55	55
Atl., Miss. and Ohio 1st Mort.	25	35	Dubuque and Sioux City 1st m.	104	104	Macon & Augusta 1st m. end.	82	85
Atl. and Pacific 1st Mort. L. G.	11	11	Dubuque Southwestern 1st m.	40	40	do. 1st mort. unend.	80	85
do. 2d Mortgage	95	95	Dutchess and Columbia 1st m.	10	15	Macon & Brunswick 1st m. end.	99	103
Atl. and St. Lawrence (1883)	95	95	East Pennsylvania 1st mortgage	102	102	do. 2d mortgage	11	11
Atlanta and West Point 1st M.	92	92	Eastern (Mass.) 1st mortgage	91	92	Maine Central Consol.	108	108
Belleville and So. Ills. 1st Mort.	95	95	East Tenn., Va. & Ga. 1st mort.	80	80	Marietta & Cin. 1st mortgage	70	75
Beloit and Madison 1st Mort.	11	11	Elgin and State Line 1st mort.	110	110	do. 2d mortgage	37	41
Bost., Hart. & Erie 1st M. guar.	11	12	Erie 1st mortgage	104	104	Mar., Pitts. & Cleve. 1st mort.	46	46
do. 1st Mortgage	100	100	do. 2d mortgage	104	106	Memphis & Charleston 1st m.	84	86
Boston and N. Y. A. L. 1st M.	30	30	do. 3d mortgage	102	103	do. 2d mortgage	58	63
Brunaw. and Alb. 1st M. end.	35	40	do. 4th mortgage	104	104	Memphis & Little Rock 1st m.	20	30
Burl., Cedar R. & Minn. 1st M.	21	26	do. 5th mortgage	90	90	do. 2d mortgage	90	90
do. Mil. D. 1st M.	106	106	Erie & Pittsb. 1st mort. consol.	100	104	Michigan Air Line East Div.	110	110
Buff. & State Line 1st Mort.	50	65	Evansv. & Crawfordsv. 1st m.	35	40	do. West Div.	39	43
Buff., Corry & Pittsb. 1st Mort.	50	60	Florida 1st mortgage	75	85	Michigan Central 1st mortgage	50	50
Burl. & So. Western 1st Mort.	50	60	Flushing & N. Side 1st mort.	75	75	Michigan Lake Shore 1st mort.	55	55
Buff., Bradford & Pittsb. 1st M.	50	60	Ft. W., Jack. & Sag. 1st mort.	60	60	Midland Pacific 1st mortgage	10	10
Cairo and Fulton 1st Mortgage	53	56	do. 2d mortgage	22	22	Minneapolis & Northern 1st m.	81	86
Cairo and St. Louis 1st Mort.	50	50	Ft. W., Muncie & Cin. 1st mort.	79	84	Missouri Valley 1st mortgage	60	64
Cairo and Vincennes 1st Mort.	50	50	Gal., Har. & San Antonio 1st m.	104	108	Miss. O. & Red River 1st mort.	48	51
do. 2d Mort.	50	50	Gal., Hous. & Henderson 1st m.	65	70	Miss. Valley & Western 1st m.	70	70
Cairo, Arkansas & Texas 1st M.	86	88	Georgia (C. & Banking) Deb. bds.	37	41	Mo., Kans. & Texas L. G. S. F.	7	13
California Pacific 1st Mortgage	45	47	Gilman, Cin. & Spg'd 1st mort.	99	99	do. ex-coupon	50	65
do. 2d Mortgage	45	45	Gr. Rap. & Ind. 1st mort. guar.	85	90	Mo. Riv., Ft. Scott & Gulf 1st m.	35	40
Canada Southern 1st Mortgage	25	35	do. 1st mortgage	45	45	do. 2d mortgage	6	13
do. 1st M. with int. off.	25	35	Grand River Valley 1st mort.	37	41	Mobile and Montgomery 1st m.	25	25
Carolina Central 1st Mortgage	63	63	Green Bay & Minn. 1st mort.	30	50	do. 2d mortgage	8	8
Cayuga Lake 1st Mortgage	80	80	Greenv. & Col. 1st mort. guar.	75	75	do. Interest bonds	19	25
Cedar Falls & Minn. 1st Mort.	27	27	Gulf, West. Tex. & Pac 1st m.	60	65	Montclair 1st mortgage	50	50
Central of Iowa 1st Mortgage	15	15	Hackensack & N. Y. Ex. 1st m.	60	65	do. 2d mortgage	60	60
do. 2d Mortgage	59	60	Hannibal and Naples 1st mort.	61	70	do. 2d mortgage	9	9
Central of Long Island 1st M.	110	111	Hannibal & Cent. Mo. 1st mort.	100	100	do. 2d mortgage	3	3
Central of N. J. 1st M. Consol.	10	10	do. 2d mortgage	84	85	do. 2d mortgage	20	20
Central Pacific 1st Mortgage	25	25	Hannibal & St. Jo. Land grants	77	86	do. 2d mortgage	10	10
Central Vermont 1st Mortgage	25	25	do. Convertible	60	60	do. 2d mortgage	90	91
do. 2d Mortgage	73	78	Houston and Texas Cent. 1st m.	61	70	do. 2d mortgage	60	60
Charleston & Sav. 1st M. guar.	23	23	do. Consol. Ss.	105	110	do. 2d mortgage	9	9
Charlotte, Col. & Aug. 1st M.	23	23	Houston & Gt. Northern 1st m.	17	25	do. 2d mortgage	6	6
Chesapeake and Ohio 1st Mort.	25	25	Illinois Grand Trunk 1st mort.	13	13	do. 2d mortgage	25	30
do. 1st M. (ex-cou.)	25	25	Indiana and Ills. Cent. 1st m.	3	7	do. 2d mortgage	25	30
Chicago and Canada So. 1st M.	45	49	Ind., Bloom. & West. 1st mort.	76	76	do. 2d mortgage	3	3
Chi., Clin. & Dub. 1st M. guar.	45	49	do. Extension 1st mort.	65	70	do. 2d mortgage	20	20
Chi., Danv. & V. (H. D.) 1st M.	20	20	do. 2d mortgage	70	70	do. 2d mortgage	10	10
do. (Ind. D.) 1st M.	20	20	Indianapolis & Vincennes 1st m.	60	65	do. 2d mortgage	10	10
Chi., Dub. & Minn. 1st mort.	83	83	do. 2d mortgage	85	90	do. 2d mortgage	70	78
Ch. 11. & St. Paul Con. S. F.	106	107	International 1st mortgage	88	96	do. 2d mortgage	3	5
do. 2d mortgage	109	109	do. 1st mort. with certif.	100	102	do. 2d mortgage	96	96
Chi. & Northwestern 1st mort.	75	75	do. Convertible	71	73	do. 2d mortgage	5	5
Chi., R. I. & Pac. 1st mortgage	98	100	Ind., Cin. & La Fayette 1st m.	112	112	do. 2d mortgage	10	10
Chi. & Southwestern 1st mort.	99	99	Iowa Falls & Sioux City 1st m.	100	103	do. 2d mortgage	1	3
Cincinnati and Baltimore 1st m.	100	100	Iowa Midland 1st mortgage	66	73	do. 2d mortgage	101	101
Cin., Ham. & Dayton 1st mort.	75	80	Jamestown & Franklin 1st m.	45	48	do. 2d mortgage	94	94
do. 2d mortgage	70	75	Jefferson 1st mortgage	56	63	do. 2d mortgage	12	12
Cin., Lafayette & Chi. 1st mort.	65	75	Jeff., Mad. & Ind. 1st mortgage	91	91	do. 2d mortgage	88	88
Cin., Richmond & Chi. 1st mort.	92	95	do. 2d mortgage	100	100	do. 2d mortgage	91	91
Cin., Rich. & Ft. Wayne 1st m.	106	106	Joliet and Chicago 1st mort.	73	80	do. 2d mortgage	48	50
Cin. & Springfield 1st mortgage	102	106	Kansas City & Cameron 1st m.	90	90	do. 2d mortgage	75	75
do. 2d mortgage	29	30	Kan. City & Santa Fe 1st mort.	80	80	do. 2d mortgage	90	90
Cincinnati and Indiana 1st m.	2	5	Kansas Pacific 1st m. 6s, F. & A.	56	63	do. 2d mortgage	90	90
Clev., Col. C. & Ind. 1st mort.	60	60	do. 1st mort. 6s, J. & D.	56	63	do. 2d mortgage	62	62
Colorado Central 1st mortgage	94	101	do. 1st mort. 7s, M. & N.	56	63	do. 2d mortgage	50	54
Columbus and Xenia 1st mort.	30	30	Kal. & White Pigeon 1st mort.	56	63	do. 2d mortgage	30	30
Col., Chi. & Ind. Cent. 1st mort.	2	5	Keokuk and Des Moines 1st m.	56	63	do. 2d mortgage	30	30
do. 2d mortgage	60	60	Keokuk and St. Paul 1st mort.	56	63	do. 2d mortgage	30	30
Col., Spg'd & Cin. 1st mort.	94	101	La F., Bloom. & Miss. 1st mort.	56	63	do. 2d mortgage	30	30
Col. & Hooking Valley 1st mort.	30	30	La F., Muncie & Bloom. 1st m.	56	63	do. 2d mortgage	30	30
Danv., Hag. & Wilkesb. 1st m.	33	39	Lake Erie & Louisville 1st m.	56	63	do. 2d mortgage	30	30
do. 2d mortgage	102	105	do. 2d mortgage	56	63	do. 2d mortgage	30	30
Danv., Urb. & Pekin 1st m.	76	80	Lake Ontario Shore 1st mort.	56	63	do. 2d mortgage	30	30
Dayton and Michigan 1st mort.	99	99	Lake Sh. & Mich. So. 1st m. cons.	56	63	do. 2d mortgage	30	30
Dayton & West. 1st m. 6 per ct.	97	97	Lake Superior & Miss. 1st m.	56	63	do. 2d mortgage	30	30
Del. & Bound Brook 1st mort.	97	97	do. 2d mortgage	56	63	do. 2d mortgage	30	30

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe. : January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,061	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	1,520,359
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	243,138	265,593	285,000	295,793	2,486,583
1877.....	134,864	136,350	189,130									
Central Pacific:												
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,632	1,392,125	1,375,470	1,398,751	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,325	1,553,014	1,567,622	1,615,974	1,508,000	17,970,018
1876.....	994,339	1,017,203	1,184,682	1,427,034	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	18,184,166
1877.....	1,125,000	951,000	1,242,000	1,416,000								
Canada Southern:												
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	1,254,896
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	134,838	1,681,348
1877.....	107,893	133,365	153,682	172,973								
Chicago and Alton:												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	5,136,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	490,019	395,779	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,344	532,368	367,898	4,960,529
1877.....	338,807	333,459	346,308	338,095								
Chicago and Northwestern:												
1873.....	752,468	765,249	967,258	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	13,030,087
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,063,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752							
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	894,341	767,871	1,193,210	1,012,741	771,780	8,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	8,953,017
1875.....	466,101	323,273	502,765	639,689	718,465	742,169	842,395	630,516	741,206	974,263	927,030	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,359	765,230	8,054,171
1877.....	375,460	405,000	469,000	515,000								
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,906	465,503	466,796	423,893	327,804	4,897,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,378	409,237	353,564	4,248,806
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	3,724,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	363,177	335,695	367,601	333,298	282,631	3,676,458
Erie:												
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,321	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,566,521	1,570,470	1,534,098	1,497,529	1,538,099			
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	1,517,709
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	1,583,812
1877.....	122,800	136,160	162,000									
Illinois Central:												
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,334	692,416	627,454	711,969	753,536	838,307	668,943	8,903,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	7,040,969
1877.....	466,498	460,839	447,409									
Lake Shore & Mich. South'n:												
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,878	1,335,319	1,225,931	1,414,819	1,532,602	1,589,497	1,355,892	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	12,803,371
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	13,949,176
Mo., Kan. & Texas:												
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	2,964,466
1877.....	237,032	235,308	247,505	281,656								
Ohio and Mississippi:												
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	3,371,915
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679		3,426,050
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,098	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	8,370,090
1872.....	657,318	645,090	823,693	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	9,917,911
1873.....	742,041	745,100	1,258,470	1,379,099	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	14,990,006
1874.....	693,128	737,381	1,190,328	1,331,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	9,951,136
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,259	1,729,954	1,438,733	14,981,121
1876.....												
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,629	2,213,448
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	2,344,071
1875.....	250,790	231,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	388,604	429,765	2,902,942
1876.....	327,190	312,116	295,000	273,002	264,900	262,300	253,500	288,300	374,000	440,600	450,332	2,950,581
1877.....	377,203	352,407	350,000	281,108								
St. Louis, Kans. C. & North'n:												
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	2,636,707
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,688	290,601	328,608	282,511	2,611,377
1877.....	240,042	250,100	250,353	264,438								
Toledo, Peoria and Warsaw:												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,994	127,167	123,920	1,117,732
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,471	145,028	137,978	101,075	1,120,488
1877.....	78,571	80,579	84,220	90,113								
Union Pacific:												
1869.....					797,948	706,502	623,560	617,585	758,467	999,665	937,388	7,168,229
1870.....	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	6,654,094
1871.....	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	4,699,932
1872.....	273,936	534,115	565,861	741,802	890,442	835,459	743,328	799,567	863,75			

NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
Amounts outstanding.		Rate.	Payable.	When Payable.	Market Price.		Amounts outstanding.		Rate.	Payable.	When Payable.	Market Price.	
National Securities, May 1, 1877.													
Loan of June 14, 1868.....registered	\$200,000	5	Jan. & July.	1874	114		Massachusetts—(\$29,465,904):	650,000	5	Jan. & July.	1894	100	
Loan of February 8, 1861.....registered	12,513,000	5	Jan. & July.	1880	114		Lunatic Hospital Loan, 1874.....	400,000	5	Jan. & July.	1894	110	
.....coupon	4,602,000	5	Jan. & July.	1880	115		Harbor Land Improvement bonds, 1874.....	220,000	5	May & Nov.	1880	103	
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	107		Back Bay Land bonds, 1861 and 1862.....	1,850,000	5	Jan. & July.	'73-'76	115	
Loan of July 17, and Aug. 5, 1861.....registered	126,183,200	5	Jan. & July.	1881	114		Union Defense Loan, 1861.....	60,000	5	June and Dec.	'77-'78	109	
.....coupon	65,138,150	5	Jan. & July.	1881	115		Union Defense Loan, 1862.....	888,000	5	Jan. and July.	1883	111	
Loan of Feb. 25, 1862 (5-20s).....registered	53,775,400	5	May & Nov.	1882	115		Coast Defense Loan, 1863.....	8,330,244	5	Jan. and July.	1894	110	
.....coupon	21,224,000	5	May & Nov.	1882	115		Bounty Fund Loan, 1863 and 1864.....	999,944	5	"	1890	109	
Loan of March 3, 1863.....registered	53,775,400	5	Jan. & July.	1881	114		War Fund Loan, 1869.....	10,971,992	5	Various.	'83-'94	109	
.....coupon	21,224,000	5	Jan. & July.	1881	115		Troy & Greenfield R.R. & Tunnel Loan.....	3,599,020	5	Jan. & July.	1900	100	
Loan of March 3, 1864 (5-20s).....registered	53,775,400	5	May & Nov.	1884	115		B. H. & Erie R. R. Loan.....						
.....coupon	21,224,000	5	May & Nov.	1884	115		Michigan—(\$1,004,000):	105,000	5	"	"	1878	103
Loan of June 30, 1864 (5-20s).....registered	14,293,400	5	May & Nov.	1885	115		Renewal Loan bonds, 1858.....	1,032,000	5	"	"	'78-'83	100
Loan of March 3, 1865 (5-20s).....coupon	66,024,700	5	Jan. & July.	1885	114		Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	110	
.....2d series (5-20s).....registered	67,379,450	5	Jan. & July.	1885	114		War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	'77-'79	109	
.....coupon	135,278,650	5	Jan. & July.	1885	114		State Buildings Loan, 1867 to 1869.....	230,000	7	"	'83-'03	109	
.....3d series (5-20s).....registered	97,914,900	5	Jan. & July.	1887	114		Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	"	"	1887	109
.....coupon	212,807,850	5	Jan. & July.	1887	114		Missouri—(\$17,839,000):	439,000	5	"	"	'81-'91	108
.....4th series (5-20s).....registered	15,565,000	5	Jan. & July.	1888	116		State Debt Proper, 1855 and 1868.....	2,727,000	5	"	"	1888	108
.....coupon	21,508,800	5	Mar. & Sept.	1904	112		Consolidation bonds, 1863.....	1,100,000	5	"	"	'94-'96	107
Loan of March 3, 1864 (10-40s).....registered	141,906,500	5	Mar. & Sept.	1904	113		Funding Bonds, 1874.....	15,898,000	5	"	"	'79-'87	100
.....coupon	52,569,800	5	F. M. A. & N.	1881	111		Railroad Aid bonds, 1853-'68.....	505,000	5	"	"	'92-'94	107
Consols of July 14, '70 & Jan. 20, '71.....registered	290,327,750	5	F. M. A. & N.	1881	111		State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.	1881	100	
.....coupon	68,639,500	4	M. J. S. & D.	1891	107		Nevada—(\$160,000):	418,000	5	Jan. & July.	'75-'78	104	
Funded Loan of 1891.....registered	11,350,500	4	M. J. S. & D.	1891	107		Bonds funding floating debt, 1871.....	600,000	5	Mar. & Sept.	'84-'89	103	
.....coupon	16,621,350	3	.....	.....	.....		New Hampshire—(\$3,724,100):	500,000	5	Jan. & July.	'79-'80	103
Debt matured and without interest.....(var.)	14,000,000	3		War Loan Bonds, of 1861.....	2,200,100	5	"	"	'92-'05	112
Navy Pension Fund of July 23, 1868.....(cur.)	64,823,512	3	Jan. & July.	'95-'99	125		War Loan Bonds, of 1864.....	1,000,900	5	"	"	'75-'84	108
Pacific R. R. Bonds (registered).....(currency)	861,556,481	3	Jan. & July.	'95-'99	125		War Loan (tax free) bonds, 1863.....	900,900	5	"	"	'86-'96	100
United States Notes	21,180,575	3	Jan. & July.	'95-'99	125		War Loan bonds, 1864.....	593,400	5	"	"	'97-'02	100
Fractional Currency	21,180,575	3	Jan. & July.	'95-'99	125		New York—(\$29,775,767):	1,067,000	7	"	"	1877	101
State Securities, latest dates.													
Alabama—(\$21,070,810):													
Bonds (old), extended.....	2,582,800	5	May & Nov.	'88-'92	40		Bounty Loan bonds, coupon.....	14,855,000	7	"	"	1877	101
Bonds (new), 1866, '68, '72 and '73.....	2,212,700	5	Jan. & July.	'86-'90	40		Bounty Loan bonds, registered.....	899,781	7	J. A. J. & O.	1878	106	
Bonds (new), 1874.....	341,000	7	Jan. & July.	'89	101		State (Deficiency) Stock, '38, part at will.....	880,000	5	June & Dec.	1877	102	
R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	5	Jan. & July.	'90-'91	20		Canal Stock (old).....	1,562,300	5	Jan. & July.	1887	120	
Arkansas—(\$12,733,086):													
Bonds (Funding), 1860 and 1870.....	3,050,000	5	Jan. & July.	1880	27		Canal Stock, 1872.....	847,500	5	"	1883	115	
Levee bonds (warrants), 1871.....	1,460,000	7	Jan. & July.	1900	100		Canal Stock, 1873.....	4,302,600	5	"	1891	120	
Deficiency Bonds, 1872.....	300,000	7	Jan. & July.	1882	100		Canal Stock, 1874.....	2,000,000	5	April & Oct.	1892	120	
Bonds (for \$2,500,000), 1875.....	300,000	7	Jan. & July.	1895	100		North Carolina—(\$28,419,045):						
Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	5		Railroad and Improvement (old) bonds.....	4,738,800	5	Jan. & July.	'75-'98	201	
California—(\$3,396,500):													
Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	100		Railroad and Improvement (old) bonds.....	3,639,400	5	April & Oct.	'75-'98	201	
Relief Fund bonds, 1863.....	95,500	7	Jan. & July.	1883	100		Railroad and Improvement (new) bonds.....	2,383,000	5	Jan. & July.	'75-'98	11	
State Capitol bonds, 1870 to 1872.....	500,000	7	Jan. & July.	1885	100		Railroad and Improvement (new) bonds.....	1,695,000	5	April & Oct.	'75-'98	11	
Funding bonds, 1873.....	2,301,000	5	Jan. & July.	1893	100		Funding (new) bonds, 1886.....	2,417,400	5	Jan. & July.	1900	12	
Connecticut—(\$5,014,000):													
War Loan bonds (10-20 yrs), 1861.....	503,900	5	Jan. & July.	1881	110		Funding (new) bonds, 1868.....	1,711,400	5	April & Oct.	1898	12	
War Loan bonds (30 yrs), 1863 and '64.....	2,195,500	5	Jan. & July.	'83-'84	110		Special Tax bonds.....	11,407,000	5	"	'96-'99	2	
War Loan bonds (10-30 yrs), 1864.....	568,500	5	April & Oct.	1894	100		Ohio—(\$7,983,206):						
War Loan bonds (30 yrs), tax free, 1865.....	1,741,100	5	April & Oct.	1885	100		Loan (sinking fund), 1850.....	11,825	5	Jan. & July.	1875	100	
Delaware—(\$1,231,000):													
State bonds to railroads, etc.....	1,231,000	5	Jan. & July.	1883	100		Loan (sinking fund), 1860.....	4,082,810	5	"	"	1881	107
District of Columbia—(\$12,790,000):													
Improvement (gold) bonds, 1872.....	4,000,000	5	Jan. & July.	1892	100		Loan (sinking fund), 1850.....	2,400,000	5	"	"	1886	114
Improvement (cur.) bonds, 1873.....	790,000	5	Jan. & July.	1893	100		Oregon—(\$240,027):						
Funding bonds, 1874, (guar. by U. S.).....	10,594,550	3.5	Feb. & Aug.	1924	74		Bounty and Relief bonds.....	46,027	7	"	"	'75-'84	100
Florida—(\$4,313,767):													
State bonds, 1871.....	350,000	7	Jan. & July.	1891	100		Willamette Canal and Lock bonds, 1870.....	200,000	7	"	"	1880	100
Consolidated (gold) bonds of 1873.....	509,200	5	Jan. & July.	1903	100		Pennsylvania—(\$24,568,635):						
Loan (J. P. & M. R. R.) gold bonds, 1870.....	4,000,000	5	Jan. & July.	1890	100		Inclined Plane Loan, of 1849.....	400,000	5	April & Oct.	1879	104	
Georgia—(\$19,823,900):													
Bonds to Atlantic and Gulf R. R.....	1,000,000	5	Feb. & Aug.	'78-'80	97		Loan of April 1852, reg. and coup.....	395,000	5	Jan. & July.	1882	101	
Bonds, act March 12, 1866.....	8,600,000	7	Jan. & July.	1886	107		Loans, May '62 & Apr. '62, reg. & coup.....	3,618,500	5	Feb. & Aug.	'77-'78	101	
Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	107		Loan.....	87,000	4	"	"	1882	101

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1888	....
Alabama and Chattanooga.....							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	570,000	6	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Consol. Mortgage for \$2,000,000.	985,000	7	Apr. and Oct.	Boston.	1893	102
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	93		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	86	Boston, Hartford and Erie:						
Albany Loan.....	933,800	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	12
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	11
Allegheny Valley:							Masa. L. (sec'd by \$4,000,000 Ber.)	3,500,000	7	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	105	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	96	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	96	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1882	106
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	47	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1890	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101	Boston and Maine:						
Androecoggin:							Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	'98-'94	111
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1900	100
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Boston and Providence:						
Ashabula, Youngstown & Pitts.							Bonds to purchase P., W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	1st Mort. (gold) end. by Gatax fr.	3,630,000	6	Apr. and Oct.	New York.	1903	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1893	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	590,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	88	Buffalo, Corry and Pittsburg:						
Land Grant Mortgage (gold).....	3,389,900	7	April & Oct.	Boston.	1900	81	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	Buffalo and Erie:						
Pottawotomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bost.	1879	....	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold).....	3,294,000	7	April & Oct.	"	1903	50	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	105	Mort. bonds (" ")	2,850,000	7	Apr. and Oct.	"	1898	105
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6	.....	New York.	1903	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,000	7	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage (gold).....	10,173,879	7	March & Sept.	"	1902	....	Buffalo, New York & Phila:						
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	94
Atlantic and Gulf:							2d Mortgage for \$1,000,000.....	281,500	10	"	"	1895	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington, Cedar Rapids & Minn.:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, etc., skg. fund.....	5,430,000	7	May & Nov.	N. Y. & Lond.	1919	45
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Rurlington and Missouri River:						
1st Mort. (gold) for \$5,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Bost.	1895	107
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	238,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	108
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	108
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1899	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	108
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1892.....	600,000	8	"	Boston.	1893	98
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Income Bonds (for funding).....	529,600	6	"	"	1883	....	1st Mort. (R.R. and lands) S.F..	8,000,000	7	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	L " n	1878	....	Cairo and Vincennes:						
2d Mortgage (sterling) of 1884....	1,500,000	6	April & Oct.	"	1884	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
3d Mortgage (sterling) of 1871....	713,000	6	May & Nov.	"	1891	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Portland City Bonds, 1st M., n. f.	787,000	6	"	Portland.	1888	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	First Income bonds.....	1,000,000	10	"	"	1891	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6	Jan. & July.	.....	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	104	Camden and Amboy:						
Loan of 1853-'36.....	1,710,000	6	April & Oct.	"	1885	106	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1855-'90 (Balt.) skg fd.	3,253,028	6	Jan. & July.	"	1890	....	Loan of 1889.....	886,000	6	June & Dec.	Princeton.	1889	102
Loan of 1870-'95 (etc.) skg fund.	3,398,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,900,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1872-1902 (etc.) S. F.	9,198,852	6	"	"	1902	....	Sterling Loan, S. F. (\$202,000).	1,286,080	8	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (etc.) S. F.	9,676,000	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1883	113
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	600,000	7	April & Oct.	"	1879	102
1st Mortgage (R. R.) gold guar.....	5,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Pisicataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd)gd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	51
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort., guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Bellefonte and Snow Shoe:							2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1893	....	Carthage and Burlington:						
Bellefontaine and Indiana:							1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	101
1st Mort., assu'd by C., C. O. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1892	....
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	85	1st Mortgage (new).....	1,300,000	7	"	"	1900	100
Beloit and Madison (C. & N.W.):							Chattel Mortgage.....	209,860	5	May and Nov.	"	'98-'99	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1883	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1891	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	102	Cazenovia and Oanastota:						
2d Mortgage " A. Co. and)	499,600	6	March & Sept.	Philadelphia.	1885	100	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1899	....
3d Mortgage " Penn. R. R. Co.)	748,000	6	Feb. & Aug.	"	1897	99	Cedar Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	194,000	7	April & Oct.	New York.	1884	78
1st Mortgage.....	240,000	8	Jan. & July.	.....	1908	....	1st Mort. (W. to Minn. Line)....	1,884,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 675,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" "	" "	1894	99	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
2d Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1916	100 1/4	Chicago and Lake Huron:						
1st Mortgage 3d Div. \$10,000 p. m.							1st Mort. 1st series (Peninsular)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
Central Branch Union Pacific:							1st Mort. 2d series (")	2,000,000	7	" "	" "	1900	....
1st Mort. (Atch. & Pike's Peak)	1,700,000	6	May & Nov.	New York.	1895	49	1st M. (Port. Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
2d Mortgage Government's ac. aid.	1,600,000	6	Jan. & July.	" "	1895	....	2d Mortgage (Peninsular)	640,000	7	Feb. and Aug.	" "	1881	....
Central of Georgia:							Consolidated Mortgage	12,000,000	6	" "	" "	1903	....
General Mort. for \$5,000,000	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Chicago and Milwaukee Railway:						
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106 1/4
Central of Iowa:							Chicago and Mich. Lake Shore:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32 1/2	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage	3,500,000	8	Jan. & July.	" "	1890	....
Central of L. I. (Flushing, N.C. & C.)							1st Mortgage	1,350,000	8	May & Nov.	" "	1891	....
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	" "	1892	....
Central of New Jersey:							Chicago, Milwaukee and St. Paul:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	87	1st Mort. (La Crosse Division)	6,000,000	7	Jan. & July.	New York.	1893	103
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	108 1/4	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	99 1/2
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (East. Div. Palmer)	2,500	8	May & Nov.	" "	1874	....
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	90
Consol. Mort. for \$25,000,000	16,000,000	7	" "	New York.	1899	60	1st Mort. (Minnesota Central)	190,000	7	" "	" "	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division)	4,000,000	7	" "	" "	1902	55 1/2
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	101 1/2	1st Mort. (Iowa and Dak. Div.)	748,000	7	" "	" "	1899	8 1/2
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	116
Convertible 20 years bonds, gold	25,893,000	6	Jan. & July.	New York.	1895-99	110 1/4	2d Mort. (")	1,815,000	7 1/2	" "	" "	1902	97
State Aid B'ds (Int. by State) gold	1,500,000	7	" "	Sacramento.	1883	104 1/4	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" "	1902	83
2d Mort. (Government Subsidy)	27,855,830	6	" "	U.S. Treasury.	1895-99	103 1/2	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" "	New York.	1888	91 1/2	2d Mortgage	675,000	7	April & Oct.	" "	1884	86 1/2
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	1888	....	Equipment and Bridge Bonds	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr. & Okla. & Ala.)	600,000	6	" "	" "	1890	....	Consol. Mort. for \$35,000,000	5,710,000	7	Jan. & July.	" "	1905	87
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	" "	1900	90 1/2	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	9,200,000	6	" "	" "	1890	92	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	109
Central Vermont:							General 1st Mortgage (193 m.)	3,578,000	7	" "	" "	1885	106 1/2
1st Mort. Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	9	Funded coupons (193 m.)	740,300	7	May & Nov.	" "	1883	103
2d Mort. Consol. (")	1,500,000	7	June & Dec.	" "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	101
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	25	Green Bay Ext. (26m & 76,000 a.)	285,000	7	" "	" "	1885	101
Income and Extension Bonds	1,008,600	8	May & Nov.	" "	1902	35	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" "	" "	1892	107
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	1889	77-77	Elgin and State Line	122,000	6	Jan. & July.	" "	1878	....
Equipment Mort. (")	1,000,000	8	" "	" "	1889	18	Mississippi River Bridge	186,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	36 1/2	1st Mortgage (Peninsula)	328,000	7	March & Sept.	" "	1898	....
Missisquoi R.R. (")	500,000	7	" "	" "	1891	....	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" "	1915	106
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds	9,758,000	7	June & Dec.	" "	1902	9 1/4
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W. guar.)	1,700,000	7	Jan. & July.	" "	1898	106 1/2
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	" "	" "	1888	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1896	76	Chicago and Paducah (C. B. & Q.):						
Chattanooga:							1st Mortgage \$26,000 p. m. gold.	2,504,000	7	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southern (C.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	110
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund	1,000,000	6	Feb. & Aug.	" "	1895	102
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	.....	6	Jan. & July.	" "	1917	....
Chesapeake and Ohio:							Chi. & Southwestern (C.R.I. & Pac.):						
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar.	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	5,426,900	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. (") coupon	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (") coupon	200,000	8	" "	" "	1876	....	Chillicothe and Brunswick						
Funded Interest, coupon	100,500	8	" "	" "	1877	....	1st Mort. guar. by St. L., K.C. & N.	600,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati and Baltimore						
Coupon bonds (no Mort.)	813,700	6	Jan. & July.	Boston.	77-96	97 1/2	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100 1/4
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton						
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage	660,000	7	May & Nov.	New York.	1901	....	3d Mortgage of 1867	600,000	8	June & Dec.	" "	1877	....
Chicago and Alton:							Consol. S. F. M. for \$3,000,000	.....	7	April & Oct.	" "	1906	....
1st Mortgage, pref. sinking fund	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	115	1st Mort. guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1908	102
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	105	Cincinnati, Lafayette and Chi.						
Consol. Bonds (\$200 stig. each)	4,279,856	6	Jan. & July.	London.	1903	....	1st Mortgage	1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	104	Consolidated Mortgage	471,000	7 1/2	June & Dec.	" "	1914	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1896	....	Cincinnati and Martinsville						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	85	1st Mort. guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley						
Trust Mortgage skg. fund	2,571,000	8	Jan. & July.	New York.	1888	116	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg. fund conv.	150,000	8	" "	" "	1888	....	Cincinnati, Richmond & Chicago						
Trust Mortgage (Burl. to Peoria)	480,000	7	April & Oct.	" "	1890	1st Mortgage guar. by C. H. & D.	600,000	7	Jan. and July.	New York.	1895
Loan of 1872	2,391,475	7	Jan. & July.	Boston.	1896								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.).	600,000	7	Jan. and July	New York.	1913	107	Detroit & Bay City (Mich. Cent.).	2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	6	"	"	1892	107	1st Mort. (\$424,000 guar.).	1,826,000	8	Jan. & July.	New York.	1891	100
4th (now 3d) Mortgage guar.....	1,487,000	7	May & Nov.	"	1900	110 1/2	Detroit, Eel River and Illinois:	1,170,000	8	June & Dec.	New York.	1890	100
Consol. sinking fund guar.....	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mortgage for \$22,000 p.m....	300,000	8	Jan. & July.	"	1881	100
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	107 1/2	Detroit, Hillsdale and Indiana:	3,219,000	8	April & Oct.	Boston.	1896	100
Regist'd b'de (ass'd by LS&MS).	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	1st Mort. \$16,000 p. m. guar.....	1,359,000	8	June & Dec.	"	1897	100
2d Mortgage (")	849,000	7	April & Oct.	"	1886	107 1/2	2d Mortgage, (coupon) guar.....	1,770,000	8	Feb. & Aug.	"	1898	100
Cleveland and Toledo:	584,700	6	June & Dec.	Philadelphia.	1898	50	Detroit, Lansing and Lake Mich.:	81,000	8	Jan. & July.	New York.	1889	100
1st Mort., a.f. (ass'd by LS&MS).	225,000	8 1/2	June & Dec.	Boston.	1890	100	2d Mort. (")	2,500,000	7	May & Nov.	"	1890	100
2d Mortgage (")	15,344,750	7	April & Oct.	New York.	1908	29	Detroit & Milwaukee (Gt. W. of Can.).	1,000,000	8	May & Nov.	New York.	1875	100
Colebrookdale:	8,893,000	7	Feb. & Aug.	"	1909	5	1st Mortgage (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	100
1st Mort. guar. by Ph. and Rdg.	461,000	7	April & Oct.	"	1890	96-96	2d Mortgage (")	375,734	7	May & Nov.	"	1875	100
Colorado Central (3 ft. gauge):	344,400	7	Jan. & July.	"	1890	100	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1875	100
1st Mortgage	194,100	7	Feb. & Aug.	"	1890	100	2d Mort. (")	250,000	8	Feb. & Aug.	"	1886	100
2d Mortgage	39,650	7	May & Nov.	"	1896	100	3d Mort. (")	110,000	7	March & Sept.	"	1886	100
1st Mort. (Cin. and Chl. Air-L.)	2,632,000	7	Jan. & July.	"	1904	100	Bonds of Sept. 1, 1886.	1,702,317	6 1/2	Jan. & July.	"	1886	100
1st M., s.f. (")	821,000	10	May & Nov.	"	1904	100	Bonds of June 30, 1886.	924,000	7	Feb. & Aug.	New York.	1900	100 1/2
1st Mort. (Col. and Ind. Cent.)	309,500	7	Jan. & July.	"	1883	100	Detroit, Mon. & Tol. (L.S.H. & M.S.):	563,506	8	Jan. & July.	New York.	1889	101
2d Mort. (")	866,500	7	Feb. & Aug.	"	1884	100	1st Mortgage Aug. 1, 1886	882,000	7	Jan. & July.	New York.	1883	105
1st Mort. (Col. & Ind.) 1st & 2d pref.	554,500	7	April & Oct.	"	1906	100	Detroit, Peoria and Hannibal:	450,000	7	April & Oct.	New York.	1883	100
2d Mortgage (Ind. Central).	74,024	7	"	"	1906	100	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	100
1st Mort. (Tol., Logansport & Bur.)	815,000	7	March & Sept.	New York.	1901	100	Dunkirk, Allegheny Val. & Pittsb.:	1,200,000	7 1/2	June & Dec.	New York.	1900	100
Income (")	1,000,000	7	Jan. & July.	New York.	1897	100	Dutchess and Columbia:	1,500,000	7	Jan. & July.	New York.	1908	100
1st Mort. (Union & Logansport)	1,500,000	7	April & Oct.	New York.	1880	100	1st Mortgage Jan. 1, 1888.	400,000	8	Jan. & July.	"	1890	100
Columbus, Springfield and Cin.:	200,000	7	Jan. & July.	"	1892	100	1st Mort. endorsed by Alabama.	140,000	7	Jan. & July.	Philadelphia.	1885	100
1st M. (assumed by Cin., S. & C.)	634,000	7	March & Sept.	New York.	1890	100	1st Mortgage guar. by Pa. R.R.	495,900	7	March & Sept.	Philadelphia.	1885	104
Columbus and Hocking Valley:	302,000	7	April & Oct.	Boston.	1893	100	East Tennessee, Virginia & Ga.:	2,999,000	7	Jan. & July.	New York.	1900	100
1st Mortgage	1,350,000	7	June & Dec.	"	1891	97 1/2	1st Mort., ex. fund for \$3,500,000	190,000	6	May & Nov.	"	1887	100
Coupon Notes	400,000	6 1/2	Jan. & July.	"	1889	90	2d Mortgage	147,000	6	Jan. and July.	"	1889	100
1st Mort. (Massachusetts) guar. gold	250,000	6	March & Sept.	Boston.	1878	100	Endorsed Bonds (East T. & Va.)	92,000	6	"	"	1889	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	Endorsed Bonds (East T. & Ga.)	635,000	6	"	"	1876	100
1st Mortgage tax free.	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	100	Company Bonds (E.T. & Ga., old)	135,400	6	"	"	1876	100
Connecting (Philadelphia):	991,000	6	March & Sept.	Philadelphia.	123.4	10 1/2	Company Bonds (") new	194,400	6	March & Sept.	Boston.	1896	100
1st Mort. ABCD & E \$200,000 each	100,000	7	March & Sept.	New York.	1889	100	Loan of 1867	200,000	6	April & Oct.	New York.	1880	100
Cooperstown and Susq. Valley:	100,000	7	Jan. & July.	New York.	1880	100	Loan of 1868	182,600	6	May & Nov.	"	1889	100
1st Mortgage	95,000	7 1/2	Jan. & July.	New York.	1902	100	Loan of 1869	182,600	7	May & Nov.	"	1889	100
Cowanesque Valley:	160,000	7	May & Nov.	"	1882	100	Ten year coupon notes.	182,600	7	May & Nov.	"	1889	100
1st Mortgage, gold.	803,500	6	March & Sept.	New York.	1891	100	Sinking Fund Bonds.	3,049,200	6 1/2	March & Sept.	London.	1892	100
2d Mortgage	648,000	6	May & Nov.	"	1888	100	Sterling Sink. Fd. Bonds.	11,796,000	8 1/2	March & Sept.	Boston.	1900	50 1/2
Cumberland & Penn. (Consol. Coal):	181,000	8	April & Oct.	Philadelphia.	1904	100	Certif. of Indeb. Sept. 1, 1876	400,000	6	Jan. & July.	Philadelphia.	1880	100
1st Mortgage	109,500	8	"	"	1903	100	2d Mortgage	200,000	6	April & Oct.	"	1880	100
2d Mortgage	81,900	8	"	"	1884	100	Elizabethtown and Paducah:	3,000,000	8	March & Sept.	New York.	1890	100
Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1880	100	1st Mortgage, convertible.	1,000,000	7	Jan. & July.	Philadelphia.	1880	101 1/2
Mortgage Bonds of 1870.	200,000	7	"	"	1890	100	Income Mortgage guaranteed.	579,000	6	April & Oct.	"	1882	6 1/2
Mortgage Bonds of 1870.	200,000	7	"	"	1892	100	Erie Railway:	2,483,000	7	May & Nov.	New York.	1897	114 1/2
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage, extended.	2,174,000	7	March & Sept.	"	1897	114 1/2
1st Mortgage	300,000	7	"	"	1885	100	2d Mortgage	4,852,000	7	"	"	1897	114 1/2
2d Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	100	3d Mortgage	2,987,000	7	April & Oct.	"	1897	114 1/2
Danv., Urb., Bloomington & Pekin:	1,855,000	7	Jan. & July.	New York.	1881	100	4th Mortgage convertible.	709,500	7	June and Dec.	"	1888	108 1/2
Davenport and St. Paul:	441,000	7	March & Sept.	"	1884	100	5th Mortgage convertible.	182,600	7	Jan. & July.	"	1891	108 1/2
1st Mort. gold skg fd \$20,000 p.m.	356,000	7	April & Oct.	"	1885	100	Buffalo Branch, 1st mortgage.	4,457,714	6 1/2	March & Sept.	London.	1870	100
Dayton and Michigan (C.H. & D.):	105,500	7	March & Sept.	"	1886-94	100	Sterling loan (£1,900,000) conv.	12,076,000	7 1/2	"	NY & London.	1825	100
1st Mortgage sinking fund guar.	140,000	7	March & Sept.	New York.	1879	100	1st Consol. Mort. for \$30,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	100
2d Mortgage, guar.	125,000	7	June & Dec.	"	1879	100	2a Consol. Mort. for \$40,000,000.	10,000,000	7 1/2	J. A. J. and O.	London.	1903	100
3d Mortgage, guar.	262,445	6	"	"	1879	100	Convertible bonds.	292,200	7	Jan. & July.	New York.	1882	100
Toledo Depot bonds guar.	142,000	7	March & Sept.	New York.	1881	100	1st Mortgage	92,800	7	April & Oct.	"	1890	100
Dayton and Union:	495,000	6 1/2	Jan. & July.	"	1905	100	2d Mortgage	2,192,000	7	Jan. & July.	"	1890	100
1st Mortgage, registered	500,000	8	March & Sept.	New York.	1901	100	Consolidated Mortgage.	750,000	7	April & Oct.	"	1890	100
2d Mortgage	1,200,000	7	Feb. & Aug.	Philadelphia.	1905	97	Equipment Mortgage	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	100
Delaware (P. W. and Balt.):	650,000	6	Jan. & July.	Philadelphia.	1895	100	1st L.M. & 1st on 59, & 2d on 55m.	2,000,000	6 1/2	March & Sept.	"	1899	100
1st Mortgage, guar.	100,000	6	"	"	1880	100	New Mortgage for \$6,000,000.	302,000	7	Jan. & July.	New York.	1887	100
Delaware State Loan.	170,000	6	"	"	1876	100	1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	100
Delaware, Lackawanna & Western:	1,633,000	7	March & Sept.	New York.	1881	108	1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	"	1880	100
1st Mortgage	600,000	7	June & Dec.	"	1892	102 1/2	Evansville, Terre Haute & Chl.:	775,000	7 1/2	May & Nov.	New York.	1900	100
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	"	1880	100	1st Mortgage, gold.	200,000	7	Jan. & July.	Providence.	1882	100
1st M. Ext. (")	370,900	7	March & Sept.	"	1885	100	Fall River, Warren & Prov. (B.&P.):	500,000	7	April & Oct.	Boston.	1894	112 1/2
Denver & Boulder Val. (Den. Pac.):	550,000	7 1/2	May & Nov.	Kansas City.	1900	100	Fitchburg:	2,210,000	8	March & Sept.	New York.	1888	100
1st Mortgage	2,493,000	7 1/2	May & Nov.	New York.	1899	100	Bonds of 1874.	425,000	10	May & Nov.	"	1888	100
2d Mortgage	3,024,500	7 1/2	May & Nov.	N.Y. & Ama.	1900	51	1st Mort. Land Gr. (3d series).	100,000	10	Jan. & July.	Newark.	1882	100
1st Mortgage (city of)	2,400,000	6	Jan. & July.	New York.	1904	100	Flint & Holly S. F. (\$25,000 p.y.)	75,000	10	March & Sept.	New York.	1897	100
							1st Mort. (Bay C. & E. J. & J. guar.)	1,000,000	8	Jan. & July.	"	1891	100
							Bay County Bonds (guar.)	1,771,000	8	May & Nov.	"	1902	100
							1st Mort. skg. fd. (H. W. & Mon.)	280,400	8	Jan. & July.	"	1876	100
							Consolidated Sinking Fund.						
							Construction Loan.						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:													
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	Huntingdon and Broad Top Mt.:	\$					
Flushing, North Shore and Cent.:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1895	106
2d Mort. ("")	400,000	7	"	"	1900	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	63
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Illinois Central:						
1st Mort. (Cent. R. & Exten.)....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,600,000	6	April & Oct.	New York.	1890	..
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	General Mortgage for \$15,000,000	2,500,000	6*	"	"	1895	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, Sinking Fund..	4,698,000	5*	"	"	1903	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.)						
Fonda, Johnstons & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	22
2d Mortgage.....	400,000	8	"	"	1898	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	6
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	50	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Elkhorn & Mo. (S. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	77
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'75-'83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind' polls & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
Hilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ("") guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Duckertown (Erie):							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
Grand River Valley (Mich. C.):							Ionia and Lansing (D., L. & L.M.):						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	85
Equip't Bonds No. 2 \$500,000....	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
1st Preference Bonds \$8,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Iron (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debenture \$23,111,500	15,567,500	....		Ottawa.	....	....	1st Mortgage gold, skg fund....	606,000	7*	Jan. & July.	New York.	1890	110
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	....
Mortgage Bonds \$547,000.....	2,735,000	5*	April & Oct.	"	'77-'78	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,160....	8,716,800	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	50
Great Western Railway of 1859:							Jacksonville, North West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	102	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	06	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
Greenville and Columbia:							Jameson & Frank (L.S. & M. So.):						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage guaranteed.....	435,000	7	Jan. & July.	New York.	1897	..
1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenwich and Johnsonville:							Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Gulf Western Texas and Pacific:							2d Mort. ("")	84,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,396,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
Hannibal and Naples (T. W. & W.):							Jeffersonville, Madison & Indian:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	Jersey City and Albany:						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal and St. Joseph:							1st Mortgage (Ridgefield Park)..	309,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	107	Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	107	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Fifteen years' bonds (277 m.)....	8,798,000	8	March & Sept.	"	1885	84	Junction, Philadelphia:						
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	90	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
General Land Mortgage \$2,171 m.	642,000	7	April & Oct.	"	1888	106	Junction and Breakwater:						
Harlem Extension:							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	..	Kalamaz						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	5*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 252.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	6	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,800,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)..	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	85,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building..	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)..	2,389,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)..	7,109,000	7	April & Oct.	"	1898	92
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,500	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)..	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Reg'd'd. }	6,650,000	7	J. A. J. & O.	"	1900	107	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon. }	9,105,000	7	Jan. & July.	"	1900	109	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,396,000	7	June & Dec.	"	1893	102	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	86
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec.) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	2,682,800	7	"	"	1877	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....	Mansfield & Framing. (C.B. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	96
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
1st M. (Det'rl, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	70
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	39
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamazoo & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	453,000	7	"	"	1885	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1896	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon	1,760,000	8	Jun. & Dec.	New York.	1892	89
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-98	....
2d Mortgage for \$1,000,000.....	696,000	7	"	"	1892	....	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. exg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,200,000	10	"	"	1902	....	Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chl.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Memphis and Charleston:						
Leavenworth, Atch. & N. West'n							1st Mortgage.....	600,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	Memphis and Little Rock:						
Leaven. Lawrence & Galveston:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mort. exg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	8	"	"	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Michigan Air Line (Mich. Cent.)	200,000	8	May and Nov.	New York.	1890	....
1st Mort. (Southern Kan.) guar.	100,000	8	June & Dec.	"	1891	1st Mort. (South Bend Div.) ass'd	556,000	8	April & Oct.	Boston.	1882
Lehigh and Lackawanna:													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$						N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$					
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.	3,000,000	8	Jan. & July.	New York.	1888	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chl.):							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1888	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.						
Tennessee State Loan.	430,547	.....		"	.....	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	1034
Mississippi Valley and Western:							Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	"	1883	1014
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	592,000	6	"	"	1883	1014
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	162,000	6	"	"	1883	1014
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1854 renewed (")	2,391,900	6	June & Dec.	"	1887	106
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	1124
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Teb. & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., comp. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	120
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	50	1st Mort., reg'd for £2,000,000	9,733,333	6*	"	London.	1903	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	New York and Harlem:						
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
Missouri River, Ft. Scott & Gulf:							Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1899	634	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, reg.		7	"	"	1900	118
Mobile and Girard.							N. York, Houston & Northern:						
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.	300,000	8	"	New York.	1889	....	New York, Kingston & Syracuse:						
Plain bonds.	35,600	8	"	Savannah.	1887	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage.	800,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old.	923,000	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling.	5,038,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st mortgage, new.	243,000	7	Jan. & July.	"	1905	....
Interest bonds.	1,524,300	8	"	Mobile.	'76-'83	....	New York and Oswego Midland:						
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
2d Mortgage.	1,453,858	8	March.	"	1877	....	3d Mort., Equipment.	3,800,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.	1,453,858	7*	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension).	2,425,000	7	.....	"	....	....
Convertible 3 per cent. bonds.	977,550	8	M. J. S. & D.	New York.	....	....	Consolidated Mortgage.	1,200,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							New York, Providence & Boston:						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage.	76,008	6	Feb. & Aug.	New York.	1878	....
2d Mortgage.	780,000	7	.....	"	....	....	Extension Bonds.	250,000	6	May & Nov.	"	'78-'81	....
Income Mortgage.	888,400	7	.....	"	....	....	General Mort. for \$1,000,000.	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.	127,900	7	May & Nov.	New York.	1888	....	1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	86
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	1st Mortgage.	157,000	7	"	"	1877	84
Montgomery and Eufaula:							2d Mortgage.	454,000	8	"	Norfolk.	1893	80
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	1st Mortgage.	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.	282,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	1054	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	102
Convertible bonds.	384,000	7	Jan. & July.	"	1900	....	North Pennsylvania:						
Construction bonds.	573,000	7	Feb. and Aug.	"	1889	100	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	96	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	108
Special Mortgage.	1,025,000	7	"	"	1915	90	General Mortgage.	2,035,000	7	Jan. & July.	"	1903	108
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	90	North Shore (Flush. N. S. & Cent):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....	Northern Central:						
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	'81-'91	84	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
New Mortgage.	4,700,000	7	"	"	1913	84	2d Mortgage S. F. Coupon.	1,490,000	6	Jan. & July.	Baltimore.	1885	103
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	102
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	874	Mortgage coupon.	2,599,000	6*	Jan. & July.	Baltimore.	1900	974
2d Mortgage gold.	200,000	6*	April & Oct.	Nashville.	1887	....	Mortgage registered.	205,000	6*	April & Oct.	"	1900	....
Nashua and Lowell:							Consol. General Mort. S. F.	2,925,000	6	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	104	Second General Mort. coupon.	3,000,000	5	"	Baltimore.	1926	....
Newark & New York (C. of N. J.):							Second General Mort. coupon.	1,900,000	8	"	"	1926	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Stratsville:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R. R. & lands gold.	30,097,500	7.3*	Jan. & July.	New York.	1900	114
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	987	Northwestern Virginia:						
New Issue for \$250,000.	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
New Haven and Derby:							Northwestern Union (C. & N. W.):						
1st Mortgage.	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.	3,500,000	7*	.....	New York.	....	....
New H. Middle'n & William:							Norwich & Worcester (B. H. & E.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
2d Mortgage.	2,000,000	7	"	"	1881	....	Construction Bonds.	240,000	7	"	"	1877	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free.	750,000	6	April & Oct.	"	'80-'82	Ogdensburg and Lake Champlain:						
Holyoke and Westfield bonds.	200,000	7	"	"	1891								

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1898	80	Mortgage Loan, convertible....	263,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1898	98	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Clin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	---	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	80 1/2
Osego Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	79
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	121 1/2
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1888	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	154 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville.							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series K).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	100 1/2	2d Mortgage (Series L).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	" "	1891	88 1/2	2d Mortgage (Series M).....	880,000	7	April & Oct.	" "	1912	100 1/2
Income Bonds.....	1,500,000	7	Mar. and Sept.	" "	1892	....	Constructive bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	" "	" "	1889	....	Pittsburg, Wash'ton & Baltimore:						
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	" "	1899	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
Paducah and Memphis:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
1st Mortgage gold for \$2,505,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Panama:							Real Estate Mortgage.....	100,000	6	" "	Baltimore.	1883	....
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	Plymouth, Kankakee & Pacific:						
Paris and Decatur:							1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Port Huron and Lake Michigan:						
Paterson and Newark (Erie):							1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland & Ogdensburg (Me. & N. H.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage, guaranteed.....	1,075,000	7	Feb. & Aug.	New York.	1900	60	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Pemberton & Hights (UC of N. J.):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mortgage gold, for \$2,300,000	1,300,000	6*	May & Nov.	N. Y. & Bost.	1891	46
Peninsular (Mich.) Railway:							Portland and Oxford Central:						
1st Mortgage gold (S. F.) 1st series	1,300,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	....	Portland and Rochester:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Pennsylvania:							1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	107	2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	" "	1891	....
General Mortgage.....	10,999,760	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	Port Royal (S. C.):						
General Mortgage, registered.	29,250,000	6*	Jan. & July.	London.	1910	95	1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Consolidated Mortgage.....	4,795,108	5	April & Oct.	Philadelphia.	1917-90	....	1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1899	....
State lien for \$7,500,000, skg fd							Portsmouth, Gt. Falls & Conway:						
Pennsylvania Coal:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1898	60
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Poukeepsie and Eastern:						
Pennsylvania and Delaware:							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	2d Mortgage.....	75,000	7	" "	" "	....	....
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Providence and Worcester:						
Pennsylvania & New York (L. V.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	108 1/2	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	Quincy, Alton and St. Louis:						
Peoria & Bureau Val (C. R. L. & P.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Palmyra:						
Peoria & Hannibal (C. B. & Q.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101	Quincy and Toledo (T. W. & W.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	72
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy & Warsaw (C. B. & Q.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107 1/2
Peoria and Rock Island:							Reading and Columbia (P. & R.):						
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	97
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
Perkdomen (Phila. and Rdg):							Rensselaer and Saratoga:						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114 1/2
Petersburg:							3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1909-08	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)...	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,768,500	6*	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6*	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.....	187,300	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	101	1st Mort. (Peldmont Branch)...	500,000	6	" "	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1883	95 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,8												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	246,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	857,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	8	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	8	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	5	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8	" " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f.d. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	108	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f.d. (Series B).....	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,038,000	6	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " "	"	1884	60	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6	Jan. & July.	New York.	1888	69
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	98	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	7	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	80
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7	" " "	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	54
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	41
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	103
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	97	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	Southern of L. L:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,297,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'89	....
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Naah).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1899	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv.....	300,000	7	" " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7	May & Nov.	....	1906	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (") R.R. & Lands.	3,500,000	7	" " "	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
Baldwin (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Baldwin and Lowell (B. & L.):							Stantead, Shefford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Hand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage.....	506,000	6	Jan. & July.	Boston.	1875	....
Barstow & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1888	....	Sullivan and Erie:						
Bavannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Bavannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6	" " "	"	1891	....
Bavannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Bavannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W.):						
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,168,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,000,000.....	616,000	7	" " "	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,850,000	7	Jan. and July.	....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	90
Shamokin Valley & Pottsv. (N. C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	80
Shelby and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....

AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	99 1/2
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.	300,000	6	"	"	1890	107 1/2
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	82 1/2
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	133 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81 1/2
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	107 1/2	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	6	Apr. and Oct.	"	1887	102 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	98	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82 1/2
Omaha Bridge Bonds Sterling.....	2,279,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103 1/2
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	95	....
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	105 1/2
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	5a	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A.)	1,310,000	6a	Feb. and Aug.	Philadelphia.	1883	102 1/2	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1888 (Camden & Amb'y)	1,780,000	6	"	Princeton.	1889	102 1/2	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Philadelphia.	1889	102 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	102 1/2	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	102 1/2
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85 1/2
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	68 1/2
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G.-gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	34
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107 1/2
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS:						
Mortgage 3d series (black).....	128,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85 1/2
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)....	1,699,500	6	Jan. and July.	Baltimore.	1886	82 1/2
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. C. & N.):						
1st Mortgage.....	491,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97 1/2
2d Mortgage.....	990,000	6	"	"	1884	81	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	98 1/2
3d Mortgage.....	900,000	8	March & Sept.	"	1900	80 1/2	regis. { 2d series, July 1, 1899	3,500,000	7	Jan. and July.	"	1884	97 1/2
4th Mortgage.....	116,000	8	Jan. and July.	"	1875	....	tered. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	98 1/2
Registered Certificates.....	210,000	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	89 1/2
Funded Interest.....	210,000	8	"	"	1880	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Walkill Valley (Erie):							Lehigh Coal and Navigation:						
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94 1/2
Warren (D. L. & W.):							Convertible Debentures.....	41,550	6	"	"	1882	96 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Loan, gold.....	771,900	6a	March & Sept.	"	1894	100 1/2
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106 1/2	1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	"	1884	101 1/2
Warren & Franklin (F., T. & B.):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	99 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1892	79 1/2	Mortgage (equip.) Loan, gold....	4,668,500	6a	June & Dec.	"	1897	88 1/2
Warwick Valley (Erie):							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So.							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	77 1/2	Morris (and Banking):						
2d Mort. (")	350,000	7	"	"	1891	79	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	400,000	6	May and Nov.	"	1873	73	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102 1/2
4th Mort. (")	1,200,000	6	Jan. and July.	"	1875	73	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
5th Mort. (")	600,000	8	May and Nov.	"	1873	63	Pennsylvania:						
6th Mort. (")	700,000	8	March & Sept.	"	1880	63	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	65 1/2
Funded Coupons (do.)	722												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

State (7) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Itasca." State-aid Railroads are distinguished by a "u."

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Dec. 31, 1875	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248</
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

“Rolling Stock” occurs in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “all,” and running dots (.....) signify “not ascertainable.” Land Grant Railroads are printed in “*Italics*.” State-aid Railroads are distinguished by a “+.”

[illegible]

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, particularly along the edges. The left edge of the page is bound into the book's spine, and the binding material is visible. The overall tone is a warm, off-white or light beige.

New York Stock Exchange.

Closing Prices for the week ending May 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Adams Express.....	98	98	98	98	98	98
Albany and Susq.....	111	111	111	111	111	111
1st mortgage.....	49	49	49	49	49	49
2d mortgage.....	19	19	21	21	21	21
American Express.....	49	49	49	49	49	49
Am. Dock and Imp. 7s.....	19	19	21	21	21	21
Atlantic & Pacific Tel.....	19	19	21	21	21	21
Bost., Hart, & Erie 1st.....	8	8	8	8	8	8
Burl., C. R. & Minn. 1st.....	8	8	8	8	8	8
Central of N. Jersey.....	8	8	8	8	8	8
1st mortgage, new.....	55	55	57	58	60	60
7s, consolidated.....	51	52	52	55	57	57
Central Pacific 6s, gold 110.....	110	110	109	109	110	110
1st M. (San Joaquin) 89.....	90	91	91	91	91	91
1st M. (Cal. and Or.) 90.....	91	91	91	91	91	91
Land grant 6s.....	85	87	87	87	87	87
Chicago and Alton.....	85	87	87	87	87	87
Preferred.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
Sinking Fund.....	102	102	102	102	102	102
Income bonds.....	102	102	102	102	102	102
Chic. Burl. & Quincy 100.....	101	101	102	100	100	100
7s, 1890.....	110	110	110	110	110	110
8s, 1883.....	110	110	110	110	110	110
Chic. & Milwaukee 1st.....	18	19	19	19	18	18
Chic. Mil. and St. Paul 18.....	19	19	19	19	18	18
Preferred.....	48	50	50	50	49	48
1st mortgage, 8s.....	98	98	97	97	97	97
2d mortgage, 7 3-10s.....	94	94	95	95	94	94
7s, gold.....	103	103	103	103	103	103
1st M. (La Crosse div.) 103.....	103	103	103	103	103	103
1st M. (I. and M. div.) 88.....	90	90	90	90	90	90
1st M. (I. and D. div.).....	83	83	83	83	83	83
1st M. (C. & M. div.) 99.....	99	99	99	99	99	99
Consolidated S. F.....	86	87	87	87	87	87
Chic. & Northwestern 20.....	21	23	23	22	22	22
Preferred.....	46	47	49	50	49	48
1st mortgage.....	106	106	106	106	106	106
Sinking Fund.....	106	106	106	106	106	106
Consolidated 7s.....	91	91	91	91	91	91
Consol. Gold bonds.....	91	91	91	91	91	91
Do. reg.....	91	91	91	91	91	91
Chic. Rock Isl. & Pac. 93.....	93	94	94	94	94	94
7s, 1896.....	109	109	109	109	110	110
6s, S. F.....	100	101	100	100	102	102
Olev., Col., C. and Ind. 27.....	27	27	27	27	27	27
1st mortgage.....	107	107	107	107	107	107
Olev. & Pittsburg guar. 88.....	88	88	88	88	88	88
7s, Consolidated.....	103	103	103	103	103	103
4th mortgage.....	103	103	103	103	103	103
Olev., P. and Ash. 7s.....	107	107	107	107	107	107
7s, new.....	107	107	107	107	107	107
Col., Chi., & Ind. Cent.....	29	29	29	29	29	29
1st mortgage.....	29	29	29	29	29	29
2d mortgage.....	29	29	29	29	29	29
Consol. Coal of Md.....	38	38	38	38	38	38
Del. & Hudson Canal 39.....	38	38	38	38	38	38
Reg. 7s, 1891.....	98	98	98	98	98	98
Reg. 7s, 1884.....	98	98	98	98	98	98
7s, 1894.....	98	98	98	98	98	98
Del., Lack. & Western 44.....	43	42	43	42	42	42
2d mortgage 7s.....	109	109	109	109	102	102
7s, Convertible.....	102	102	102	102	102	102
Det., Mon. & Tol. 1st.....	74	74	74	74	74	74
Et. of Columbia 3-6s.....	74	74	74	74	74	74
Erie Railway.....	6	6	6	6	6	6
Preferred.....	6	6	6	6	6	6
1st mortgage.....	6	6	6	6	6	6
2d mortgage.....	6	6	6	6	6	6
3d mortgage.....	6	6	6	6	6	6
4th mortgage.....	6	6	6	6	6	6
5th mortgage.....	6	6	6	6	6	6
Great Western 1st mort.....	66	66	66	66	66	66
Hannibal & St. Joseph 12.....	13	13	13	13	13	13
Preferred.....	25	25	25	25	25	25
8s, Convertible.....	78	81	82	84	84	84
Hudson River 2d mort.....	57	59	59	58	58	58
Illinois Central.....	57	59	59	58	58	58
Kansas Pacific 1st mort.....	52	52	52	52	52	52
Lake Shore & Mich. So. 52.....	52	52	52	52	52	52
Consol. 7s.....	107	107	107	107	107	107
Consol. 7s, reg.....	107	107	107	107	107	107
Lake Shore Div. bonds.....	26	26	26	27	27	27
Leh. & W.B. 7s, Con.....	26	26	26	27	27	27
Long Dock bonds.....	110	110	110	110	110	110
L'ville & Nash. 7s Con.....	42	43	45	45	41	41
Michigan Central.....	42	43	45	45	41	41
7s, 1902.....	100	100	100	100	100	100
8s 1882.....	100	100	100	100	100	100
M. S. and N. I. 1st, S.F.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Morris and Essex.....	69	69	69	69	69	69
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	105	105	105	105	105	105
7s of 1871.....	96	96	96	96	96	96
7s, Convertible.....	96	96	96	96	96	96
7s, Consolidated.....	96	96	96	96	96	96
N.Y. Cent. & Hud. Riv 92.....	93	93	93	93	91	91
7s, Sinking fund, 1876.....	93	93	93	93	91	91
6s, Sinking fund, 1883.....	106	106	106	106	106	106
6s, Sinking fund, 1887.....	106	106	106	106	106	106
1st mortgage.....	141	141	141	141	141	141
1st mortgage, reg.....	141	141	141	141	141	141
Preferred.....	117	117	117	117	117	117
1st mortgage.....	117	117	117	117	117	117
1st mortgage, reg.....	117	117	117	117	117	117

New York Stock Exchange.

Closing Prices for the week ending May 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
New Jersey.....	180	180	180	180	180	180
N.Y. N. Haven & Hart.....	182	182	182	182	182	182
North Missouri 1st M.....	101	102	102	102	102	102
Ohio and Mississippi.....	5	5	5	5	5	5
Preferred.....	12	12	12	12	12	12
2d mortgage.....	50	50	50	50	50	50
Consolidated 7s.....	90	90	91	91	91	91
Consol. Sinking fund.....	90	90	91	91	91	91
Pacific Mail S. S. Co. 21.....	21	21	21	21	21	21
Pacific R. R. of Mo.....	21	21	21	21	21	21
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	88	88	88	88	88	88
Panama.....	97	97	97	97	97	97
Pitts., Ft. W. & Chi. gtd 98.....	98	98	98	98	98	98
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	103	103	103	103	103	103
3d mortgage.....	103	103	103	103	103	103
Quicksilver Mining Co.....	22	22	22	22	22	22
Preferred.....	22	22	22	22	22	22
St. L., Alton and T. H.....	22	22	22	22	22	22
Preferred.....	22	22	22	22	22	22
1st mortgage.....	22	22	22	22	22	22
2d mortgage, preferred.....	8	8	8	8	8	8
Income bonds.....	8	8	8	8	8	8
St. L., Iron Mt. & S'thn.....	98	98	98	98	98	98
1st mortgage.....	98	98	98	98	98	98
2d mortgage.....	98	98	98	98	98	98
St. L., Jack. & Chi. 1st.....	4	4	4	4	4	4
St. L., Kan. City & N.....	4	4	4	4	4	4
Preferred.....	26	26	26	27	27	27
Tol. P. & W. 1st E.D. 60.....	60	60	60	60	60	60
1st mort., West. Div. 88.....	88	88	88	88	88	88
Tol. Wab. & Western.....	87	87	87	87	87	87
Preferred.....	87	87	87	87	87	87
1st mortgage.....	90	90	90	90	90	90
2d mortgage.....	67	67	67	67	67	67
7s, Consolidated.....	74	74	74	74	74	74
St. Louis Division.....	74	74	74	74	74	74
Union Pacific.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
Land Grant 7s.....	101	101	101	101	101	101
Sinking Fund 8s.....	94	94	94	94	94	94
United States Express.....	40	40	40	40	40	40
Wells-Fargo Express.....	83	83	83	83	83	83
Western Pacific bonds.....	103	103	103	103	103	103
Western Union Tel.....	62	62	62	62	62	62
7s, S. F. conv., 1900.....	101	101	101	101	101	101

Boston Stock Exchange.

Closing Prices for the week ending May 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Atch., Top. and Sap. Fe. 12.....	12	12	12	12	12	12
1st mortgage.....	89	89	89	89	89	88
2d mortgage.....	50	50	50	50	50	50
Land Grant 7s.....	81	81	81	81	81	81
Income 12s.....	105	105	105	105	105	105
Boston and Albany.....	116	116	116	116	116	116
7s, reg.....	116	116	116	116	116	116
6s, 1895.....	116	116	116	116	116	116
Boston and Lowell.....	116	116	116	116	116	116
7s.....	116	116	116	116	116	116
Boston and Maine.....	90	92	92	95	95	95
Boston and Providence.....	117	117	117	117	117	118
Boston, Hart. & Erie 7s.....	11	11	11	11	11	12
Boston Water Power.....	2	3	3	2	1	2
Burl. & Mo. R. L. G. 7s.....	38	38	38	38	38	38
Burl. & Mo. R. in Neb. 38.....	38	38	38	38	38	38
8s, old.....	101	101	101	101	101	101
8s, new.....	101	101	101	101	101	101
Chl., Burl. and Quincy 101.....	101	101	101	101	101	101
7s.....	107	107	107	107	107	107
8s, new.....	107	107	107	107	107	107
Cin., Sand. and Clev.....	74	74	74	74	74	74
Concord (\$50).....	74	74	74	74	74	74
Connecticut River.....	127	127	127	127	127	127
Eastern.....	3	2	2	2	2	2
Scrip.....	50	49	50	50	50	50
New 31 Bonds.....	50	49	50	50	50	50
Fitchburg.....	109	109	109	109	109	109
Ind., Cin. & Lafayette.....	70	70	70	70	70	70
Kan. C. Top. & West.....	119	119	119	119	119	119
Income 8s.....	41	43	43	43	43	43
Michigan Central.....	41	43	43	43	43	43
Nashua and Lowell.....	70	70	70	70	70	70
Northern, N. H.....	70	70	70	70	70	70
Norwich & Worcester.....	119	119	119	119	119	119
Ogden & Lake Champ.....	119	119	119	119	119	119
Preferred.....	19	19	19	19	19	19
Old Colony.....	91	91	91	91	91	91
7s.....	91	91	91	91	91	91
Ph., Wil. & Balt. (\$50). 62.....	62	62	62	62	62	62
Port'd, Saco & Ports.....	70	70	70	70	70	70
Pueblo & Ark. Val.....	70	70	70	70	70	70
7s.....	70	70	70	70	70	70
Pullman Palace Car.....	70	70	70	70	70	70
Union Pacific.....	104	104	104	104	104	104
6s.....	104	104	104	104	104	104
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	92	92	92	92	92	92
Vermont and Canada.....	18	18	18	18	18	18
Vermont and Mass.....	18	18	18	18	18	18
Worcester and Nashua.....	107	107	107	107	107	107
Cambridge (Horse).....	107	107	107	107	107	107
Metropolitan (").....	107	107	107	107	107	107
Middlesex (").....	107	107	107	107	107	107
Central Mining Co.....	176	176	176	176	176	176
Calumet and Hecla.....	176	176	176	176	176	176
Copper Falls.....	176	176	176	176	176	176
Franklin.....	176	176	176	176	176	176
Quincy.....	176	176	176	176	176	176

039,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$398,161,606, or a daily average of \$65,526,934.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$46,320,541, against \$46,010,268 the preceding week; and a coin hoard of \$76,676,239, against \$78,511,652 on the return of a week earlier. The Customs revenue of the port during the past week was \$1,688,000.

The aggregate of the outstanding U. S. currency of all denominations, May 1st, was \$384,149,992. The outstanding amount of legal tender notes is \$361,494,404. The National bank circulation is now \$317,439,817 of currency notes and \$1,432,120 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$6,558,000.

The income of the Government from internal revenues last week was about 2½ millions, and since July 1, 1876, about 105¼ millions; and from Customs last week about two millions, and since July 1, 1876, about 116 millions.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$12,972,500; special deposit of legal tenders for the redemption of certificates of deposit, \$46,100,000; Coin, \$100,623,140, including of Coin certificates, \$47,576,700.

The Gold speculation has been rather brisker, and the fluctuations in the price have been within a somewhat wider range. The export call for specie has been less urgent, and the Customs drain quite moderate. The extremes of the price during the week have been 106¾@107¼, closing on Wednesday at 106¾, as against 107 on Wednesday of the preceding week. The lowest point yet touched was 104¼, on Friday, March 2d. The specie outflow last week was confined to \$1,008,490, (of which \$579,700 in various forms to Liverpool, \$100,000 to Southampton, and \$210,000 to London,) making the total exports of specie hence since January 1, \$11,626,554, against \$21,846,377 the same time in the preceding year. The imports of specie at this port last week were \$97,027, (of which \$70,000 from Port au Prince,) and since January 1st \$6,684,118 as against \$1,586,421 same time last year. The Customs demand for gold last week averaged \$298,000 per day. Foreign Exchange has been moderately sought after and generally quoted steadier. Bankers' sixty-day bills on London closed on Wednesday at \$4 87½@4 88; sight bills on London at \$4 89½@4 90 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,605,784 as against \$6,393,015 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$912,388 of Dry Goods and \$4,693,396 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were \$5,518,535, against \$5,262,023 same week in 1876.

Government securities have met with a reader sale to investment buyers, and have been generally quoted stronger in price. At the close

the market was quoted firm, leaving off on Wednesday as follows:

United States currency sizes, 125¼@125¼; do. 6s, 1881, registered, 114¼@114¼; do. coupon, 115¼@115¼; do. 1865, new, registered, 111¼@111¼; do. coupon, 111¼@111¼; do. 1867, registered, 114¼@114¼; do. coupon, 114¼@114¼; do. 1868, registered, 116; do. coupon, 116; do. ten-forties registered, 112¼@113; do. coupon, 113¼@113¼; do. five-twenties, 1881, registered, 111¼@111¼; do. coupon, 111¼@111¼; do. 4½ per cents, 1891, registered, 107¼@107¼; do. coupon, 108¾@108¾; Central Pacific Gold bonds, 110¼@110¼.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$340,463,000, and \$18,898,000 as security for public deposits.

State and Railway bonds have been more freely dealt in, and prices of the more substantial loans have shown more firmness. And in the line of Railway and Miscellaneous share property business has been fairly active, but at variable and toward the close generally weaker prices.

Business in domestic produce and foreign merchandise has been on a restricted scale. Bread stuffs and Provisions have been less active as a whole; and prices have been generally quoted lower and irregular. Cotton has been in moderate demand, closing stronger. Naval Stores and Petroleum have been less active, with prices favoring buyers.

Receipts of Grain from the Canal have been quite liberal; much of the Corn however arriving in poor order.

Metals have been very quiet, and prices have been quoted weak throughout. Eglinton Pig Iron quoted at \$22 50; Glengarnock \$27 50; Coltness \$28 50@29; No. 1 American Pig at \$18@20; No. 2 do. at \$17 50@18 50; Forge \$17@18 50; American Rails at works \$35@36; Old Rails \$18@19. Wrought Scrap \$23@25. Steel Rails, on the basis of \$47@50 at the mills. Ingot Copper lightly dealt in; quoted 19@19¼ for early delivery.

Hardware has been selling very slowly at former figures. Boots and Shoes have been less sought after at generally steady prices. Dry Goods have been inactive, with prices of Domestic Cottons and imported fabrics quoted weaker and unsettled.

Ocean freights have been moderately active, and rates have been quoted rather steadier on the berth. Liverpool steamer rates at the close for Grain, 6@6½d. per standard bushel. Provisions, 40s.@55s.; Tallow, 35s.; Leather, 70s. per ton; Cotton, ¼d. per lb., Liverpool, by sail. Cotton, ¼d. Grain, 6d. Oil Cake and Slate, 15s.; Resin, 2s. 4½d. Measurement Goods, 12s. 6d.@15s. Grain rates on charter hence for Cork and orders left off at 5s. 6d.@5s. 9d.; for the Continent, nominal; and from Baltimore for Cork and orders, 5s. 3d.@5s. 6d. per quarter. Refined Petroleum hence for Cork and orders, 4s.@4s. 3d.; for the Continent, 3s. 9d.@4s. 3d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rensselaer and Saratoga R. R., 100; do. 1st mort., 114; Missouri, Kansas and Texas R. R., 5; Delaware and Hudson Canal reg.

7s, 1877, 98; Nashville, Chattanooga and St. Louis 1st mort., 84; Wabash Railroad Purchasing Committee Receipts, 8¾; Louisiana and Missouri River R. R. 1st mort., 85; Chicago, Burlington and Quincy 5s, S. F., 90; Canton Co., 20; Am. Dist. Tel., 22; Missouri 6s, long bonds, 108; Tennessee 6s, old, 44¾; do. new, 44; do. new series, 43¾; North Carolina 6s, old, Jan, and July, 20¼; do. Afl. and Oct., 20¼; Louisiana 7s, consol., 89; Georgia 7s, new, 107; Arkansas 7s, M., O. and R. R. R., 5; Missouri 6s, H. and St. J. issue, 1887, 107¼. The latest quotations are: Adams Exp., 95¼@96¼; American Exp., 46@47; Atlantic and Pacific Telegraph, 20¼@21¼; Canton Co., 20@25; Central New Jersey, 7¼@8; Chicago, Burlington and Quincy, 100¼@—; Chicago and Alton, 83@—; do. pref., 102@—; Chicago and Northwestern, 22¼@22¼; do. pref., 48¼@49; Chicago, Milwaukee and St. Paul, 18¼@19; do. pref., 38¾@41¼; Chicago, Rock Island and Pacific, 93¾@94; Cleveland, Columbus, Cincinnati and Indianapolis, 27@—; Cleveland and Pittsburg, 83¼@84¼; Columbus, Chicago and Indianapolis Central, 1¼@2; Consol Coal, 25¼@32; Delaware and Hudson Canal, 38¼@38¾; Delaware, Lackawanna and Western, 42¼@42¾; Erie, 6¼@6¼; Hannibal and St. Joseph, 13@13¼; do. pref., 25¼@26; Illinois Central, 58@58¾; Kansas Pacific, 1¼@3; Lake Shore and Michigan Southern, 49¾@50; Maraposa, 2¼@3; do. pref., 4¾@4½; Michigan Central, 41@41¼; Morris and Essex 68¾@69; Missouri, Kansas and Texas, 5@6½; New Jersey Southern ¾@½; N. Y. Central and Hudson River, 91¼@91¾; New York and Harlem, 140@143; Ohio and Miss., 5¼@5½; Pacific Mail, 22¾@22¾; Panama, 96@98; Pacific of Missouri, 1¼@4; Pittsburg, Ft. Wayne and Chicago, 95@96¼; Quicksilver, 14@15; do. pref., 22¼@23¼; St. Louis and Iron Mountain, 5¼@—; St. Louis, Kansas City and Northern, 5@—; do. pref., 27@—; Union Pacific, 68@69; U. S. Express, 40@40¾; Wells-Fargo Express, 83@84¼; Western Union Telegraph, 62¼@62¾.

Philadelphia.—Steuensville and Indiana R. R. 6s, 86¼; Pennsylvania Canal 6s, 65; Philadelphia and Reading Coal and Iron mort. 7s, 53¼; Belvidere Delaware 3d mort., 98; Warren and Franklin 7s, 79½; Am. S. S. Co. 6s, 78; Harrisburg and Lancaster R. R. 6s, 105; Schuylkill Nav. 6s, Boat Loan, 55; do. 7s, Boat Loan, 58; Philadelphia and Reading mort. 6s, 1880, 104; Susq. Coal 6s, 75; West Jersey R. R. 7s, 105; do. 6s, 103¼; Philadelphia, Germantown and Norristown R. R., 94; West Chester and Philadelphia R. R. 60; East Pennsylvania R. R., 32; Central Transp., 34¼; Cincinnati 7.30s, 105½; Pittsburg 5s, 81; do. 7s, Water Loan, 106. The latest quotations are: City 6s, 106@106¼; do. free of tax, 113¼@113¼; Pennsylvania State 6s, 2d series, 101¼@102¼; do. 3d series, 111@111¼; Philadelphia and Reading, 11¾@11¾; do. Gen'l mort. 7s, coup., 96@96; do. reg., 94¼@95; do. mort. 6s, 1880, 103@105; do. 7s, new conv., 48@51; do. 7s, 1893, 103@—; United New Jersey R. R. and Canal Co., 130@131; Camden and Amboy mort. 6s, 1889, 105¼@105¼; Pennsylvania R. R., 33¾@34; do. 1st mort., 106¼@107¼; do. gen'l mort. coupon, 108@108¼; do. reg., 106¼@—; do. Consol. mort. 6s, reg., 95@95¼; Little

Schuylkill R. R., 37@—; Morris Canal, 49@55; do. pref., 118@180; Susq. Canal 6s, 30@40; Schuylkill Nav., 3@—; do. pref., 75@77½; do. 6s, 1882, 57@60; do. 1872, 87@92; Elmira and Williamsport pref., 40@—; do. 7s, 102@105; do. 5s, 65@—; Lehigh Coal and Navigation, 18¼@18¾; do. 6s, 1884, 100@101; do. R. R. loan, 99½@—; do. Gold Loan, 87@88; North Pennsylvania, 44@46; do. 6s, 107@108½; do. 7s, 108@108½; do. Gen'l mort. 7s, reg., 107½@109; Philadelphia and Erie 8@9; do. 6s, 101@101½; do. 7s, 95@96½; Minehill, 42@42; Catawissa 5½@8½; do. pref., 30@81; do. new pref., 24@—; do. 7s, 1900, 95@105; Lehigh Valley, 32¼@32½; do. 6s, new coupon, 108@108½; do. reg., 106¾@—; do. 7s, reg., 108½@109¼; do. consol. mort., 98@94; Fifth and Sixth streets (horse), 60@—; Second and Third, 60@63; Thirteenth and Fifteenth, 32¾@35; Spruce and Pine, 23@—; Green and Coates, 35¼@36; Chestnut and Walnut, 45@49; Hestonville, 14@14½; Germantown, 40@45; Union, 65@—; Lombard and South, 12@—; Ridge Avenue 45@—; Seventeenth and Nineteenth, 35@—.

Baltimore.—Baltimore and Ohio R. R. 2d pref., 97; Canton Co. 6s, gold, 92; Baltimore City 6s, 1875, 106½; do. 1890, 111¼; do. 1900, 111; do. 1900, new, 111½; Cincinnati 7.30s, 105¼; Norfolk Water 8s, 107; Virginia Peellers, 41¾; Atlantic Coal, 1.70. The latest quotations are: Cincinnati and Baltimore, 7s, 98½@—; Wilmington and Weldon 7s, —@105; Wilmington, Columbia and Augusta 7s, 30½@—; Richmond and Danville 1st mort., 72@—; Pittsburg and Connellsville 7s, 1898, 103¼@104½; Baltimore and Ohio, 112@114; do. 1st pref., 95@106; do. 2d pref., 93@98; do. 6s, 1880, 104@105½; do. 1885 106@—; Northern Central, 16½@18½; do. 6s, 1885, 106@—; do. 6s, 1900, 101½@—; do. 6s, 1900, gold, 97@100; Marietta and Cincinnati 1st mort. 7s, 1892, 105@107¼; do. 2d mort. 7s, 70@75; do. 3d mort. 8s, 37½@41; Central Ohio, 22½@—; do. pref., 30@40; do. 1st mort., 100½@102; Western Maryland 1st mort. 6s, 1890, 101@105; do. 1st mort. guar., 110½@110½; do. 2d mort. guar., 109@—; do. 3d mort. guar., 110@111; do. 2d mort. pref., 80@84; do. 2d mort. guar. by Washington Co., 103½@107; Virginia and Tennessee 2d mort. 6s, 80@81¼; do. 3d mort. 8s, 80@81¼; Orange and Alexandria 1st mort. 6s, 80@93; do. 2d mort. 6s, 72@77; do. 3d mort. 8s, 40@70; do. 4th mort. 25@40; Orange, Alex. and Manassas 7s, 75@77½; Baltimore 6s, 1875, 106½@106¾; do. 1884, 109½@110; do. 1886, 111¼@112; do. 1886, new, 109@110½; do. 1890, 111@111½; do. 1900, 111@112; do. 1900, new, 110½@111½; do. 1902, 111½@—; do. 1902, new, 111@—; do. 5s, 96@—; Maryland Defense 6s, 1883, 113@—; do. 6s, 1890, 108@—; do. 5s, 95½@—; Virginia consol. 6s, 71@71½; do. 2d series, 40½@42¼; Virginia Consol. coupons, 83¼@83½; West Virginia def. certifi., 53½@5½; Baltimore City Passenger R. R., 32½@34; Baltimore and Catonsville R. R., 14@18; George's Creek Coal, 100@120; Atlantic Coal, 1.60@1.70; Canton Co., 20@—; do. gold, 6s, 91½@92; Atlantic and Gulf consols, 65@70; Sandusky, Mansfield and Newark 7s, 90½@94.

Boston.—Rutland R. R. 8s, 67; Michigan Central R. R. 8s, 1890, 80¼; Kansas City, Topeka

and Western 1st mort., 85; Cheshire 6s, 1880, 97¼; do. 1896, 97½; Cincinnati, Sandusky and Cleveland 7s, 1890, 20; Nashua and Lowell R. R. 6s, gold, 104; Summit Branch, 10¼; Manchester and Lawrence R. R., 128; Boston, Revere Beach and Lynn R. R., 66; Cedar Rapids and Missouri River R. R., Iowa R. R. Land Co., 71; Granite Railway, 50; Boston Land, 3¾; Boston 5s, 1906, 111; do. 6s, 1880, 106½; Fall River 6s, 108; Lawrence 6s, 1894, 110¼; Portland 6s, 1897@1907, 108¾; do. 1891, 106¾; do. 1877, 100½; Cincinnati 7.30s, 1906, 102; Duncan Silver Mining Co., 2¾; Osceola, 22.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 21st inst. issued the forty-seventh call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, dated July 1, 1865. The call is for \$10,000,000, of which \$6,000,000 are coupons and \$4,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 21st of August, 1877, and interest will cease on that day. The bonds designated are as follows:

Coupon bonds—\$50, No. 1 to No. 3,000, both inclusive; \$100, No. 1 to No. 4,000, both inclusive; \$500, No. 1 to No. 5,000, both inclusive; \$1,000, No. 1 to No. 11,000, both inclusive. Total coupon, \$6,000,000.

Registered bonds—\$50, No. 1 to No. 100, both inclusive; \$100, No. 1 to No. 700, both inclusive; \$500, No. 1 to No. 700, both inclusive; \$1,000, No. 1 to No. 2,800, both inclusive; \$5,000, No. 1 to No. 1,100, both inclusive; \$10,000, No. 1 to No. 1,181, both inclusive. Total registered, \$4,000,000.

Aggregate, \$10,000,000.

All United States bonds forwarded for redemption should be addressed to the Loan Division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

Where parties desire checks in payment for registered bonds drawn to order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption, account of the owner or owners.

Pittsburg, New Castle and Lake Erie R. R.

At a meeting of the stockholders of the Pittsburg, New Castle and Lake Erie Narrow Gauge Railroad, held in Pittsburg on the 6th inst., the following gentlemen were elected directors for the ensuing year: James C. Lewis, of Pittsburg; Hon. Henry R. Low, of New York; George A. Chalfant, of Pittsburg; William Martin, New York; Wm. N. Riddle, Pittsburg; William Irvin, M. D., Butler county; General Grinnell Burt, New York;

General James S. Negley, Pittsburg. Mr. Delos E. Culver, of Jersey City, New Jersey, was elected President of the company.

Wheeling, Pittsburg and Baltimore R. R.

At the annual meeting of the stockholders of the Wheeling, Pittsburg and Baltimore (formerly Hempfield) Railroad Co., held at Washington, Penn., on the 7th inst., the following gentlemen were elected directors: J. B. Washington, W. S. Bissell, W. W. Smith, William Workman, S. B. Hayes, William Keyser, and A. Maddison. At the meeting of the Board, held after the stockholders' meeting, J. B. Washington was elected President, and W. W. Smith Secretary of the company. Mr. Washington was the former Secretary, and is now Secretary of the Pittsburg and Connellsville Railroad Company. Mr. Colin M. Reed, the former President, declined to be a candidate for re-election. The other officers are the same as last year.

Central Railroad of New Jersey.

The Committee appointed at a meeting of the holders of the Consolidated Mortgage bonds of the Central Railroad Company of New Jersey, held in this city on the 23d of March, report that—

Both the receiver and the officers of the company are hopeful for its future prosperity after reorganization, and appear to your committee earnest and zealous in their efforts to relieve it from embarrassments, and to place its affairs on a sound and secure footing. The gross earnings for 44 days, ending March 31st, 1877, (since the receiver took possession), were \$657,000; expenses (including rental of Lehigh and Susquehanna Division, \$83,000), \$443,000. Net earnings, 44 days, \$241,000.

It is stated that the average cost of running the new street cars in Philadelphia is \$7 a day, and for horse cars it is \$8 53, both items including interest and wear and tear. The steam cars run so much faster than the horses that four are equal to five horse cars. Other cities are trying the new invention.

The Delaware, Lackawanna and Western Railroad Company will, on Tuesday next, sell at auction 150,000 tons of coal; the Pennsylvania Coal Company, on same day, will dispose of 70,000 tons in the same manner, and on the following Wednesday the Delaware and Hudson Canal Company will sell 100,000 tons.

The officers of the Carey Improvement Co., recently elected, are: President, C. H. Coffin; Secretary and Treasurer, William Pratt; Directors, C. H. Coffin, A. P. Blake, D. B. Rieh, J. Thomas Baldwin, Henry W. Store.

The sale of the New Jersey Southern Railroad, to satisfy claims of the first mortgage bondholders, which was to have taken place at Long Branch on the 22d inst., has again been postponed for a week.

The keel for a large, new steamship for the Morgan Line was laid a few days ago at the Harlan & Hollingsworth ship yard, at Wilmington, Delaware.

The gross earnings of the Philadelphia and Erie Railroad in April, 1877, were \$225,827 21, the expenses \$163,241 25, and the net earnings \$62,585 96.

The Coal Trade.

The total tonnage for the week ending on the 12th instant, as reported by the several carrying companies, amounted to 497,156 tons, against 385,831 tons in corresponding week last year, an increase of 161,325 tons. The total amount of anthracite mined for the coal year is 6,622,875 tons, against 5,273,249 for same period last year, an increase of 1,349,626 tons. The quantity of bituminous coal sent to market for the week was 71,209 tons, against 72,758 tons for corresponding week last year, a decrease of 1,549 tons. The whole bituminous tonnage from the beginning of the coal year is 1,068,485 tons, against 1,075,137 tons in corresponding time last year, a decrease of 6,652 tons. The total tonnage of all kinds of coal for the week is 568,365 tons, against 408,589 to corresponding date last year, an increase of 159,776 tons, and the total tonnage for the coal year is 7,691,360 tons, against 6,848,896 tons, to same date last year, an increase of 1,342,464 tons. The receipts at Perth Amboy for the week ending on the 12th instant were 26,290 tons, the shipments 37,133 tons, leaving a stock on hand of 129,152 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week in May was 93,435 tons, of which 78,969 tons were coal, and 14,466 tons coke. The total carried for the year is 2,653,318 tons, of which 1,340,002 tons were coal and 323,316 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, May 21.*

Shape and Dimensions of California.

The ocean front of California occupies as much space, and extends through the same lines of latitude as the Atlantic shore of New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia and North Carolina. Our northern boundary line corresponds to Boston, Mass., and our southern to Savannah, Ga. Very nearly the middle of the State would be described by a survey beginning at Santa Cruz, on the ocean, and running through Gilroy to Fresno City, on our eastern line. Its width on the north end is 216 miles; extreme extension from west to east, 352 miles; average width, about two hundred and thirty-five miles; extension from north to south, 654 miles. A direct line from the northeast corner of the State to Fort Yuma, being the longest in the State, is 830 miles. San Diego lies 350 miles south, and 285 miles east of San Francisco; while Cape Mendocino is 96 miles west and 180 miles north of this city. The State of California has 190,000 square miles, against 47,000 square miles in New York; and the San Joaquin Valley alone, not including the foothills, is twice as large as the entire State of Connecticut. These figures, which will certainly be new to most of our citizens, indicate, in some degree, the magnitude of our territory, and the irregular shape in which it lies.—*San Francisco Post.*

Judge Dillon, of the United States Circuit Court, now in session at Des Moines, Iowa, has decided that the Eastern half of the Union Pacific Bridge at Council Bluffs is subject to taxation by the local authority on the same basis as individual property. The company contended that it was subject only to pro rata taxation with the remainder of the road. The taxes amount to more than \$12,000 annually.

The citizens of Goodson, Va., have unanimously voted a subscription of \$5,000 in behalf of the narrow gauge railroad to Cumberland Gap, for which a charter was obtained at the last session of the General Assembly of Virginia.

The officers of the Buchanan and Clifton Forge railroad expect to enter upon the work of grading early next month, and the greater part they hope to complete the present season.

Immigration into the United States.

From the quarterly report of the Chief of the Bureau of Statistics, recently issued, we learn that during the year ended December 31, 1876, 157,440 immigrants arrived, of whom 102,960 were males and 54,480 females. Their ages were: under fifteen years, 26,608; fifteen and under forty, 111,764; forty years and upwards, 19,068. Deaths on the voyage, 66.

The countries of last permanent residence or citizenship of the immigrants were: England 21,061, Ireland 16,506, Scotland 4,383, Wales 294, Isle of Man 8, Guernsey 1, Germany 31,323, Austria 6,047, Hungary 475, Sweden 5,204, Norway 6,081, Denmark 1,624, Netherlands 709, Belgium 454, Switzerland 1,572, France 6,723, Italy 2,980, Malta 2, Greece 24, Spain 597, Portugal 816, Gibraltar 16, Russia 6,787, Poland 854, Finland 22, Turkey 59, Arabia 13, India 22, Burman 9, China 16,879, Asiatic Russia 83, Japan 6, Asia not specified 14, Egypt 3, Liberia 14, Algeria 9, Africa not specified 17, Quebec 15,545, Nova Scotia 3,200, New Brunswick 1,494, Prince Edward Island 437, Newfoundland 58, British Columbia 484, Mexico 532, Central America 14, United States of Colombia 20, Venezuela 37, Guiana 3, Brazil 28, Argentine Republic 6, Chili 20, Peru 11, South America 10, Cuba 880, Port Rico 17, Jamaica 23, Bahamas 559, Barbadoes 82, other West India Islands 43, Curacao 14, Azores, &c. 960, Bermudas 29, Iceland 30, Mauritius 3, Sandwich Islands 20, Australia 1,261, East Indies 16 and born at sea 23.

At the annual meeting of the stockholders of the Pittsburg, Fort Wayne and Chicago Railway Co., held in Pittsburg on the 16th inst., Louis H. Mayer, of New York, Jesse L. Williams, of Fort Wayne, Indiana, and Charles E. Speer, of Pittsburg, were elected directors for four years, and L. B. Harrison, of Cincinnati, for two years, to fill a vacancy. The President reported that the earnings of the road in 1876 were \$7,853,849 91, and in 1875 \$7,863,664 28. The expenses for 1876 were \$4,787,161 37, and for 1875 \$4,586,097 93.

At a meeting of the James River and Kanawha Canal Co., held in Richmond, Va., on the 15th inst., Maj. John W. Johnston, of Botetourt county, accepted the presidency of the company, stating that he had been assured of the support of the proxies and merchants of Richmond in his efforts to connect the canal with the Chesapeake and Ohio railroad by a railroad from Buchanan to Clifton Forge. He hopes to complete this connection within a year from now.

The officers and directors of the New York Elevated Railroad Company, elected on the 18th inst., are: Cyrus W. Field, President; Milton Courtwright Vice President and Chief Engineer; James A. Cowing, Secretary and Treasurer. Directors—David Dows, John H. Hall, Peter Cooper, Alfred S. Barnes, Morris K. Jesup, A. H. Barney, John D. Mairs, Edward M. Field, D. A. Lindley and F. H. Tows.

A certificate of incorporation has been filed in the office of the Secretary of State of Ohio of the Dover and New Philadelphia Street Railroad company, capital stock \$12,000, in shares of \$50 each, by Thomas Moore and others.

Cincinnati Southern Railroad.

A special dispatch to the New York Times from Cincinnati, of date May 21, says:

A combination of Cincinnati capitalists executed a coup d'etat to-day which will probably give them permanent control of the Southern Railroad. The city of Cincinnati has already raised \$16,000,000 for the building of this road. The money is all expended, but still a considerable part of the work remains unfinished. The completed portion, extending nearly through the State of Kentucky, only waits equipment to be put into immediate operation, and with a view to making this available for use, the Trustees decided upon a temporary lease. A common carriers' company was organized with a capital of \$500,000, and books were opened for subscriptions. The city was thoroughly canvassed, and at 5 o'clock to-day, the hour for closing the books, less than half the amount was taken. At that moment, however, a syndicate subscription of 6,000 shares was made, giving the control of the lease to a small combination of men, headed by R. M. Shoemaker. This takes the business community by surprise. Fears are expressed that by this move the city has lost control of the road and will never see a return for her \$16,000,000. On the other hand it may be said that the gentlemen composing the syndicate are well known citizens and heavy tax payers, who would not be suspected of intention to fleece the city. The Trustees have also the right to revoke the lease at any time, upon sixty days' notice, and no very great rascality can be perpetrated without their connivance. It will require \$2,250,000 more to complete the road to Chattanooga.

The annual meeting of the Northern Railway Company of New Brunswick was held at Richibucto, on the 2d inst. The report of the directors for the past year was read and adopted. The following gentlemen were elected directors for the ensuing year, viz: Alexander Girvan, John Taylor, Robert Hutchinson, Martin Flanagan, Henry O'Leary, J. A. James and C. J. Sayre. Alex. Girvan was elected President, and James D. Phinney Secretary-Treasurer.

At a meeting of the stockholders of the Cincinnati Southern Railroad Company, held in Cincinnati on the 22d inst., the following gentlemen were elected directors: Rufus King, John Shillito, Robert Mitchell, David Sinton, J. H. Rogers, William Glenn, R. M. Shoemaker, J. M. Kinney, Henry Lewis, Alfred Gaither, J. H. Rhodes, Preserved Smith and J. L. Keck. The directors will meet on the 26th inst. for organization.

The directors of the Detroit and Bay City Railroad Company, elected on the 19th inst. are: Moses Taylor, John Jacob Astor, Benjamin Dunning, Samuel Sloan, Marshall O. Roberts, Lucius Tuckerman, R. G. Rolston, New York; C. K. Carpenter, Orion; James F. Joy, Detroit. The gross earnings for the year ending December 31, 1876, were \$385,717 37, the expenses and taxes \$260,187 01, and the net earnings \$125,530 36.

The Post-office Department has contracted for a semi-weekly mail service between Paddock, Neb., and Custer City, in the Black Hills, a distance of 260 miles, to continue from the 1st of June to the 30th of September. This will make the sixth mail route to the Black Hills.

The Post-office Department has ordered an extension of mail service on the Pennsylvania Railroad from Lewiston Junction to Selinsgrove Junction a distance of forty-five miles, to commence on June 1.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	43,500,000	J. & J.	Jan. '77 34	Little Miami*.....50	5,871,450	quarterly	Mar. '77 2	Vermont and Mass*.....100	2,860,000	A. & O.	Apl. '77 24
Atlanta and West Point.....100	1,232,200	J. & J.	July 75 8	Little Schuylkill*.....50	2,848,100	J. & J.	Jan. '77 24	Ware River*.....100	750,000	J. & J.	Jan. '77 8
Atlantic and Gulf.....100	3,693,200	— & —	—	Long Island.....50	3,000,000	M. & S.	May '75 10	Warren (N. J.).....100	1,800,000	A. & O.	Apl. '77 8
Atlantic and St. Law*.....100	786,476	M. & N.	Nov. '73 34	Louisv., Cin. and Lex*.....50	1,623,483	J. & J.	July '69 3	Warwick Valley.....100	225,000	A. & O.	Apl. '72 2
Avon, Genesee & Mt. M*.....100	5,000,000	M. & S.	Mar. '77 8	Louisville & Nashville.....100	8,980,800	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '77 4
Baltimore and Ohio.....100	13,151,962	M. & N.	May '77 5	Louisv., N. Alb. & Ohl*.....100	3,000,000	J. & D.	Dec. '70 8	West Jersey.....100	1,559,750	F. & A.	Jan. '77 8
Baltimore and Wash. Br. ....100	1,850,000	A. & O.	Apl. '75 5	Lowell and Andover.....100	500,000	J. & J.	Jan. '77 34	Winchester & Potomac*100	180,000	J. & J.	Jan. '77 8
Berkshire & Corning*.....50	320,500	quarterly	Apl. '77 14	Lowell and Lawrence.....100	200,000	A. & O.	Apl. '77 3	Winchester & Strasburg*100	500,000	J. & J.	Jan. '77 34
Blossburg and Albany.....100	20,000,000	M. & N.	Dec. '72 34	Lykens Valley.....100	600,000	F. M. A. N.	Aug. '75 24	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Albany.....100	1,172,600	— & —	—	Macon and Western.....100	2,600,000	J. & J.	July '73 5				
Boston and Fitchburg pref. 100	60,000	J. & D.	June '76 3	Manchester and Law.....100	1,000,000	M. & N.	May '77 5				
Boston and Lowell.....500	3,200,000	J. & J.	Nov. '76 8	Marquette & Cincinnati.....50	1,408,912	— & —	—				
Boston and Maine.....100	6,921,274	M. & N.	May '77 2	Massachusetts.....100	3,130,719	M. & S.	Sep. '66 34				
Boston and Providence.....100	4,000,000	M. & N.	May '77 3	Memphis & Charleston* 25	4,400,368	M. & S.	Feb. '75 3				
Attleborough Branch.....100	131,700	J. & J.	Jan. '77 34	Michigan Central.....100	18,738,204	J. & J.	Jan. '77 5				
Bost. & Rev. B. & Lynn.....100	350,000	quarterly	Dec. '76 2	Mill Creek & Minehill*.....50	825,375	J. & J.	Jan. '77 5				
Buffalo, N. Y. and Erie*.....100	960,000	F. & A.	June '75 84	M. Hill & Schuyl. Hav. *50	3,855,450	J. & J.	Jan. '77 34				
Camden and Amboy*.....100	5,847,800	quarterly	Jan. '77 24	Morris and Essex*.....50	15,000,000	J. & J.	Jan. '77 34				
Camden and Atlantic.....50	377,400	quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	Jan. '77 34				
Camden and Atlantic.....50	838,311	quarterly	Jan. '77 2	Nashua and Lowell.....100	800,000	M. & N.	May '77 2				
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 24	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '76 3				
Cape May and Millville*.....50	447,000	J. & D.	Dec. '76 3	Nash., Chat. & St. Louis.....100	5,675,258	A. & O.	Apl. '77 14				
Catawissa & Fogelsv.....50	426,900	Novemb.	Nov. '71 6	Naugatuck.....100	1,915,400	M. & S.	Jan. '77 6				
Catawissa.....50	1,159,500	— & —	—	Nequehoning Valley*.....50	1,000,000	J. & J.	Mar. '77 34				
Cayuga and Susq*.....50	689,116	J. & J.	Jan. '77 44	Newark and N. York*.....100	977,400	J. & J.	Jan. '77 34				
Cedar Rapids & Mo. R.*100	6,850,400	F. M. A. N.	Feb. '77 34	N. Castle & Beaver Val.*50	1,800,000	quarterly	Oct. '74 3				
Central of Georgia.....100	4,666,800	J. & D.	June '74 4	N. Haven & Northamp.....100	7,295,200	quarterly	Apl. '77 24				
Central of New Jersey.....100	29,600,000	quarterly	Apl. '76 24	New Jersey*.....100	1,418,800	quarterly	Apl. '77 2				
Central Ohio*.....50	2,425,000	J. & J.	Jan. '77 24	New London Northern*100	8,925,330	quarterly	Apl. '77 2				
Central Pacific.....100	54,275,500	A. & O.	Oct. '76 45	N. Y. Cen. & Hudson R. 100	8,500,000	J. & J.	Apl. '77 2				
Chemung*.....100	380,000	quarterly	Jan. '77 14	New York and Harlem.....100	1,600,000	J. & J.	Apl. '77 2				
Cheshire, preferred.....100	2,155,300	J. & J.	Mar. '77 4	N. Y., N. H. & Hartf. ....100	15,500,000	J. & J.	May '77 24				
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '77 4	N. Y. Provid. & Boston.....100	2,500,000	quarterly	May '77 24				
Chicago and Burlington.....100	27,512,842	M. & S.	Mar. '77 5	Ning. Bridge & Canaan*100	1,000,000	J. & J.	Jan. '77 8				
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '77 5	North Carolina*.....50	4,000,000	Irregular.	Jan. '77 8				
Chi., Mil. and St. Paul.....100	15,399,261	A. & O.	Dec. '76 78	N. Eastern (S. O.) pref. 100	90,000	M. & N.	May '77 4				
Chicago & N. Western.....100	14,994,600	J. & D.	Dec. '72 34	North Pennsylvania.....50	3,978,150	F. & A.	Feb. '77 3				
Chicago, R. I. & Pacific.....100	26,000,000	quarterly	May '77 2	Northern Central.....100	5,842,400	— & —	—				
Cin. Ham. and Dayton.....100	3,500,000	A. & O.	Apl. '73 4	Northern N. Hampsh.....100	8,088,400	J. & D.	June '77 24				
Cin. Ham. and Cleve.*.....50	2,980,550	— & —	—	Northern New Jersey.....100	1,000,000	J. & J.	July '74 4				
Clev. Col. Cin. & Ind.....100	14,991,275	F. & A.	Feb. '76 34	Norwich & Worcester*.....100	2,604,400	J. & J.	July '75 5				
Cleveland & Mahoning*.....50	2,057,569	M. & N.	Nov. '76 84	Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2				
Cleveland & Pittsburgh*.....50	11,236,150	— & —	—	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34				
Columbus and Xenia*.....50	1,788,800	M. J. S. D.	May '72 2	Old Colony.....100	4,030,000	J. & D.	Mar. '75 34				
Columbus & Hocking Val. 100	2,500,000	F. & A.	Feb. '76 3	Oswego and Syracuse*.....100	6,733,900	F. & A.	Aug. '76 3				
Concord.....100	1,500,000	M. & N.	May '77 5	Pacific of Missouri.....100	3,635,750	quarterly	May '77 14				
Concord and Ports*.....100	350,000	J. & J.	Jan. '77 34	Panama.....100	7,000,000	quarterly	May '77 3				
Conn. & Passump Riv. 1 0	2,100,000	F. & A.	Feb. '75 8	Paterson and Hudson*.....100	832,000	J. & J.	Jan. '77 44				
Connecticut River.....100	2,100,000	J. & J.	Jan. '77 24	Paterson and Newark*.....100	250,000	J. & J.	Jan. '77 4				
Cumberland & Delv. ....50	1,292,950	J. A. J. O.	Apl. '77 4	Paterson and Ramapo*.....50	248,000	J. & J.	Jan. '77 4				
Danbury and Newwale.....50	600,000	— & —	—	Pemb. & Hightstown*.....50	342,180	J. & J.	Jan. '77 3				
Delaware*.....100	1,230,950	J. & J.	Jan. '77 8	Pennsylvania.....100	68,770,200	quarterly	May '77 14				
Del. Lackaw. & Westn. ....100	23,500,000	quarterly	July '76 24	Peoria & Bureau Val.*.....100	1,200,000	F. & A.	Feb. '77 4				
Detroit & Milwaukee*.....50	822,140	— & —	—	Philadelphia and Erie*.....50	6,004,300	J. & J.	July '74 4				
Dubuque & St. Louis City*100	5,000,000	A. & O.	Dec. '69 7	Phil. Ger. & Norristown*50	1,622,250	M. J. S. D.	Mar. '77 3				
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '77 3	Philadelphia & Reading.....100	3,272,775	quarterly	Jan. '77 24				
East Tenn. Va. & Ga.....100	1,968,274	A. & O.	Apl. '76 3	Phil. and Trenton*.....100	1,259,100	quarterly	July '76 34				
Eastern (Mass.).....100	4,997,800	J. & J.	July '73 3	Phila., Wil. & Balt.....100	11,561,250	J. & J.	Jan. '77 4				
Eastern (N. H.).....100	492,500	J. & J.	July '73 3	Pittsb., Ft. W. & Chi.*100	19,714,285	quarterly	July '77 3				
Elmira, Jef. & Canand*.....100	500,000	F. & A.	Aug. '74 24	Special Imp. 100	5,504,298	quarterly	July '77 14				
Elmira & Williamsport*.....50	500,000	M. & N.	Nov. '76 24	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '77 3				
Erie Railway.....100	78,000,000	— & —	—	Portland and Kennebec.....100	616,700	J. & J.	Jan. '77 3				
Erie and Pittsburg*.....100	8,639,910	— & —	—	Yarmouth certificates.....100	202,400	A. & O.	Apl. '72 8				
Fitchburg.....100	1,090,250	quarterly	Dec. '76 14	Portl. Sauc. & Portam.....100	1,500,000	J. & J.	Jan. '77 4				
Georgia Railway.....100	250,000	J. and J.	July '76 3	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '77 4				
Granite Western (Ca.).....100	19,237,404	A. and O.	Apl. '74 14	Raleigh and Gaston.....100	1,600,000	J. & J.	Jan. '77 6				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '76 34	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '77 4				
Hanover Branch (Pa.).....50	450,750	J. & J.	July '76 34	Roch. & Genesee Val.*100	555,200	— & —	—				
Harrisburg & Lancaster*.....50	1,182,500	J. & J.	Jan. '77 34	Rome, Watert. and Ogd.....100	2,998,900	J. & J.	July '76 3				
Housatonic, pref. ....100	1,180,900	quarterly	Apl. '77 2	Rutland*.....100	2,480,600	— & —	—				
Huntingdon & B'd Twp. ....50	880,000	— & —	—	St. Croix and Penobscot.....100	100,000	F. & A.	Feb. '75 34				
Illinois Central.....100	29,000,000	F. & A.	Sept. '76 4	St. L., Alb. & T. Haute.....100	2,300,000	— & —	—				
Indiana, Cin. & Laf. ....50	7,855,497	M. & S.	Sept. '76 4	St. L., I. Mt. & South'n. 100	14,348,950	F. & A.	Feb. '73 3				
Iowa Falls & Sioux City*100	4,625,000	quarterly	May '77 1	St. L., Kan. C. & North. 100	12,000,000	— & —	—				
Iowa Railroad Land Co 100	7,620,000	quarterly	May '77 1	St. L. pref. 100	12,000,000	— & —	—				
Jefferson, Mad. & Ind. ....100	2,000,000	quarterly	Aug. '76 14	Schuylkill Valley*.....50	676,050	J. & J.	Jan. '77 24				
Joliet and Chicago*.....100	1,500,000	quarterly	July '77 14	Seaboard and Roanoke.....100	1,151,400	M. & N.	May '77 3				
Joliet & North Indiana*100	300,000	J. & J.	July '75 4	Shamokin V. & Pottsv.*50	989,450	F. & A.	Feb. '77 3				
Lake Shore & Mich. So. ....100	49,466,500	F. & A.	Feb. '77 14	Sioux C. & Pacific pref. 100	169,000	A. & O.	Apl. '77 34				
Lawrence*.....100	450,000	quarterly	Apl. '77 24	South Branch (N. J.)*.....100	438,800	J. & J.	Jan. '77 3				
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3	South Carolina.....100	5,819,275	F. & A.	Feb. '72 1				
Lehigh & Susquehanna.....50	8,739,800	M. & N.	May '76 5	South Western (Ga.)*100	3,892,300	J. & D.	June '76 34				
Lehigh Valley.....50	21,918,850	quarterly	Apl. '77 14	Staten Island.....100	860,000	J. & J.	July '76 3				
				Stockbridge and Pitts*.....100	448,700	J. & J.	July '76 34				
				Stony Brook*.....50	267,300	M. & N.	Nov. '75 3				
				Summit Branch*.....50	412,000	— & —	—				
				Sussex (N. J.).....100	317,850	J. & J.	Dec. '76 24				
				Syr. Bingham. & N. Y.*100	2,004,000	J. & D.	Dec. '76 4				
				Taunton Branch.....100	800,000	J. & J.	Jan. '77 6				
				Terre Haute & Indiana.....100	1,988,150	J. & J.	Jan. '77 6				
				Troy and Greenbush*.....100	274,400	J. & D.	Dec. '74 8				
				Union Pacific.....100	36,745,000	quarterly	Apl. '77 2				
				Utica and Black River.....100	1,600,000	J. & J.	Jan. '77 2				
				Vermont and Canada*.....100	2,500,000	J. & D.	June '72 4				

CANALS.

Chesapeake & Delaware.....	1,983,593	J. & D.	June '75 2
Chesapeake and Ohio.....25	8,229,594	— & —	—
Delaware Division.....50	1,633,350	F. & A.	Feb. '77 4
Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '76 4
Delaware and Haritan*.....100	5,847,400	quarterly	July '77 24
Erie of Pennsylvania.....100	64,000	— & —	—
Lehigh Coal & Navigat.....100	10,548,550	J. S. D. M.	Sept. '76 14
Monongahela Navigat.....100	1,003,500	J. & J.	July '76 4
Morris (consolidated).....100	1,925,000	F. & A.	Feb. '77 2
" (preferred).....100	1,175,000	F. & A.	Feb. '77 5
Pennsylvania.....100	4,837,950	— & —	—
Schuyl. Nav. (common)*.....50	1,903,207	F. & A.	Feb. '77 34
" (pref.).....50	2,838,977	F. & A.	Feb. '77 6
Susq. and Tide Water.....50	2,002,740	— &	
Union.....100	1,000,000	— & —	—
" preferred.....100	1,000,000	— & —	—

Foreign Trade of the United States.

The following is a condensed statement of the foreign trade of the United States, for the fiscal year ending June 30, 1876, prepared by Dr. Young, Chief of the Bureau of Statistics of Commerce and Navigation:

Countries.	Imports.	EXPORTS	
		Domestic commodities.	Foreign commodities.
Argentina			
Republic.	\$8,602,786	\$1,519,190	\$65,862
Austria	449,869	1,554,319	1,200
Belgium	5,442,048	16,093,117	682,393
Brazil	45,458,178	7,258,218	94,162
Central Am. States....	1,819,120	938,102	40,669
Chili	755,222	3,157,752	41,758
China	12,360,851	1,890,360	.....
Denm'k, Danish W. I. & Greenland....	498,866	1,586,684	13,498
France and French Posses'ns.	53,619,740	48,327,066	988,526
Germany ..	35,488,117	51,107,147	1,467,320
England & Posses'ns.	176,279,227	422,416,533	13,334,587
Greece	560,411	143,235	.....
Haiti	3,076,199	4,782,724	105,998
Italy	7,628,772	7,770,470	17,005
Japan	15,508,170	1,098,457	3,309
Liberia	78,251	155,112	1,075
Mexico	12,505,753	4,706,778	1,501,394
Netherlands & Dutch Indies ..	9,125,057	13,692,513	73,203
Peru.....	1,440,973	1,176,922	31,176
Portugal & P'uguese Posses'ns.	654,652	3,472,890	80,552
Russia	1,112,152	11,922,285	1,548
Santo Domingo ..	405,363	695,859	40,554
Sandwich Islands ..	1,882,592	754,267	54,990
Spain and Spanish Posses'ns.	72,062,966	26,169,791	2,374,995
Sweden and Norway..	347,945	1,460,987	5,134
Turkey	439,647	3,888,371	2,258
U. S. of Columbia ..	5,497,646	3,946,442	164,804
Uruguay ..	1,804,552	1,126,123	11,470
Venezuela ..	5,875,716	3,424,278	57,299
All other...	902,586	11,282,847	3,896

Total...\$476,877,371 \$655,463,969 \$21,270,035

The Pioneer Railway.

A new kind of railroad has been suggested by some English capitalists and engineers. The plan proposed is called "the Pioneer Railway," and consists of a low fence or continuous girder, constructed of wood or iron, as desired, supported on edge upon posts or pillars, and surrounded by a single rail (not a single line of rails); the engine, coaches, and cars running on this rail, and sitting astride of the fence, after the fashion of the panniers or packs on a camel or a mule. As any incline up to one in ten is possible, in consequence of the method of driving adopted, no expensive surveys are required, nor levels, except of the most simple kind. It is estimated that with the railway made entirely in iron the cost will not exceed \$7,500 per mile, including the proportion of rolling stock. By abandoning entirely the use of vertical adhesion this system is entirely independent of weight, in so far as driving power is concerned, and hence locomotive engines can be made as light as is consistent with obtaining the necessary power from them. The horizontal grip is given by mechanical appliances, which affords the means of varying the amount of pressure at will,

in proportion to the gradient to be traversed, and therefore to the load to be drawn. A light locomotive engine on this system means a light construction of road, but not necessarily, as in the narrow-gauge systems, a seriously diminished proportion of traffic hauled by it. The weight is, as nearly as possible, uniform throughout the train, and amounts, when loaded, to from 15 to 25 cwt. per wheel.

The "Pioneer" is thus a homogeneous caravan, all the links of it being of similar weight, and the road to carry it being constructed at an outlay governed by the nature of the traffic, and in no way measured by the arbitrary weight of a conventional locomotive, whose dead weight alone would equal that of a whole "Pioneer," freight included. It possesses the very important element, from a commercial point of view, of providing a supply never in excess of the demand; freight stations and porters, passenger stations and signals, will not be required, there will be no points of crossings, derailment is impossible, and no outlay for fences, hedges, or retaining walls need be incurred, because in public and exposed places, as well as for the passage of roads and rivers, the viaduct is raised to any required height. The main intention underlying the plan is to provide a mode of communication and transport which is cheap, elastic, and efficient, having a low first cost, easily and rapidly erected and removed, and being capable of paying with the scattered or meagre traffic to be obtained from thinly populated and undeveloped countries.

Commerce of New York.

The foreign imports at New York for the month of April, 1877, are officially stated as follows:

	1876.	1877.
Entered for consumpt'n.	\$8,976,397	\$11,559,197
Do. for warehousing....	8,224,335	7,504,183
Free goods.....	6,485,507	8,909,582
Specie and bullion....	117,993	885,049

Total entered at port...\$23,804,232 \$28,858,011
Withdrawn fr. ware'house 7,665,238 6,692,828

The foreign imports at New York for four months from January 1, were:

	1876.	1877.
Entered for consumpt'n	\$47,912,226	\$50,187,325
Do. for warehousing...	32,801,126	26,865,352
Free goods.....	31,266,884	34,176,138
Specie and bullion....	1,576,452	6,297,076

Total entered at port...\$113,556,688 \$117,525,911
Withdrawn fr. ware'house 28,394,631 24,997,853

The foreign imports at New York for ten months of the fiscal year were:

	1876.	1877.
Six months ending Jan-uary 1.....	\$148,376,529	\$147,027,452
January.....	29,756,259	27,606,387
February.....	27,977,330	26,659,268
March.....	32,018,867	34,402,295
April.....	23,804,232	28,858,011

Total ten months...\$261,933,217 \$264,653,363
Deduct specie..... 7,474,032 30,263,699

Total merchandise...\$254,459,185 \$234,289,664

The duties received at New York for ten months ending with April, were:

	1875-'6.	1876-'7.
July.....	\$9,273,546 61	\$7,497,199 39
August.....	11,417,505 51	10,125,386 42
September.....	10,163,829 28	8,634,411 36
October.....	8,208,316 27	8,031,580 14
November.....	7,034,576 39	5,720,296 82
December.....	5,349,574 79	4,822,595 04
January.....	8,160,728 44	8,058,938 72
February.....	9,473,003 56	8,224,434 61
March.....	10,237,275 36	8,695,637 63
April.....	7,764,457 04	7,569,482 75

Total...\$87,082,813 25 \$77,379,962 88

The exports from New York to foreign ports in the month of April, were:

	1876.	1877.
Domestic produce.....	\$17,456,396	\$21,158,574
Foreign free goods.....	286,205	179,101
Do. dutiable.....	517,250	426,396
Specie and bullion....	3,919,512	2,092,950

Total exports.....\$22,179,363 \$23,857,021
Do. exclusive of specie. 18,259,851 21,764,071

The exports from New York to foreign ports for four months from January 1, were:

	1876.	1877.
Domestic produce.....	\$76,097,653	\$84,169,338
Foreign free goods....	1,406,528	993,058
Do. dutiable.....	1,805,659	1,484,674
Specie and bullion....	15,267,457	5,583,011

Total exports \$94,577,297 \$92,235,081
Do. exclusive of specie. 79,309,840 86,652,070

Exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1876.	1877.
Six months ending Jan-uary.....	\$134,944,600	\$151,493,635
January.....	21,800,226	25,403,169
February.....	18,304,987	19,662,718
March.....	20,944,776	19,822,112
April.....	18,259,851	21,764,071

Total produce.....\$214,254,440 \$238,145,705
Add specie..... 32,468,769 20,053,780

Total exports....\$246,723,209 \$258,199,485

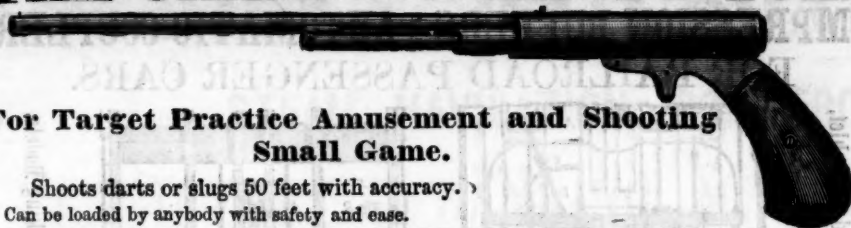
Debt of South Carolina.

The Legislature of the State of South Carolina has appropriated \$270,000 to pay the January and July, 1877, interest on the debt of the State consolidated under the act of 1873. The taxes for this object, however, are not to be collected until October, nor the interest paid until a State Commission shall verify as strictly legal all the bonds so consolidated. These conditions, the *Commercial Advertiser* says, embarrass somewhat the question of the permanent resumption of interest. Still it is something for the old holders of the bonds, whose original claims upon the State were scaled when consolidated, to know that the resumption of interest is now pledged to take place. The amount of acknowledged debt growing out of the process of scaling and consolidating will be something under \$6,000,000 6 per cent consolidated bonds. The only bonds thus far consolidated which it is known will be questioned, amount to about \$222,000, issued under the Moses rule, before Governor Chamberlain came into office, and are not a good delivery at the New York Stock Exchange.

Nineteen engines are to leave the Baldwin Locomotive Works, Philadelphia, on the first of June, each having its engineer and fireman, en route for Brazil. The total number to go out during the summer is forty-one. A number of machinists accompany the engines. The expenses of all the men are to be paid down and back, provided they bind themselves to stay there three years.

The Harrisburg Patriot says that four tubular iron tanks per day are turned out of the shops of the Harrisburg Foundry and Machine Company, East Harrisburg. There are about one hundred and seventy five hands at work. In some of the departments work is carried on day and night. About one hundred tanks have been turned out and the same number are yet to be constructed.

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A Steam Canal-Boat Without Wheels.

Mr. George Caldwell, a Baltimorean, has constructed a steam tug without wheels of any kind, her propulsion being based on the repellant power of two streams of water ejected at the stern through two five-eighths of an inch nozzles. The boat, which is called the Alpha, is a jaunty little specimen of marine architecture, and rides on the water like a duck. She is forty feet in length, by ten and one-half feet beam, has a draught of only four feet, and is provided with a horizontal tubular boiler of sixteen horse power.

The motive power consist of a large No. 7 double action Knowles' force pump, by which two powerful streams of water, five-eighths of an inch in diameter, are ejected from the stern, and in case a retrograde motion is desired from the bow, causing the little craft to bowl along at the rate of nine miles an hour. The nozzles from which the water is ejected are placed near the keel, and parallel with it. The boat can also be used as a fire extinguisher, and is capable of throwing a stream one inch in diameter a distance of 105 feet.

Mr. Caldwell will proceed through the canals as far as Buffalo for the purpose of exhibiting his boat.

The Automatic Signal Telegraph Company, of Baltimore city, has been incorporated. The object of the company is the construction and operation of telegraph lines for fire, police and other telegraphic purposes in Baltimore city and county; capital \$100,000, in 10,000 shares; corporate managers, J. H. B. Latrobe, Samuel H. Adams, D. H. Miller, Harry Fisher, Robert Garrett, Thomas J. Carey and Julius Ives, Jr.

The length of line in operation in Switzerland at the close of March, 1877, was 1,466½ miles, as compared with 1,287½ miles at the close of March, 1876. The aggregate revenue acquired upon the various Swiss lines in the first three months of this year was £424,261, as compared with £422,586 in the corresponding period of 1876.

Mr. E. T. Jeffery, who lately married Miss Jennie Clarke, daughter of Mr. James C. Clarke, of Chicago, formerly of Maryland, has been appointed Superintendent of the Illinois Central Railroad Company. Mr. Clarke is the General Manager of the Illinois Central Railroad and leased lines.

The New York Central and Hudson River Railroad Company have been experimenting for some time past to discover how long a locomotive can run, with due regard to economy, without repairs. It is found that locomotive No. 90 has run 70,000 miles in eleven months without going to a repair shop.

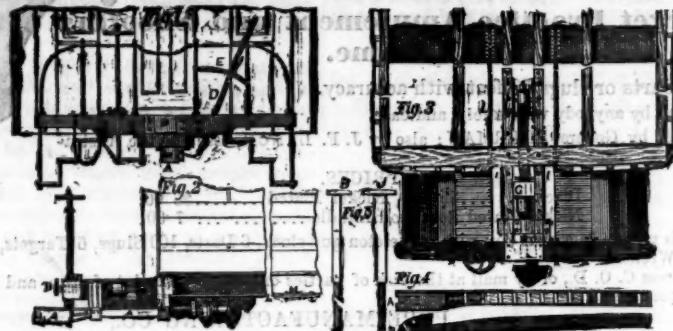
The directors of the Manchester and Keene Railroad Co., elected on the 17th inst., are: Theodore H. Wood, President, Henry Colony, Samuel W. Hale, George B. Twitchell, Daniel H. Goodall, Gilbert Wadleigh, Christopher Robb, Milan Harris, S. G. Griffin, Dana Sargent and Joseph Davis.

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